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Transportation Commission

MEETING OF THE

TRANSPORTATION COMMITTEE

Thursday, August 1, 2013
10:00 a.m. – 12:00 p.m.

SCAG Main Office
818 W. 7th Street, 12th Floor
Board Room
Los Angeles, CA 90017
(213) 236-1800

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Lillian Harris-Neal at (213) 236-1858 or via email harris-neal@scag.ca.gov

Agendas & Minutes for the Transportation Committee are also available at: www.scag.ca.gov/committees/tc.htm

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Transportation Committee

Members Roster – August 2013

<u>Members</u>		<u>Representing</u>	
Chair*	1. Hon. Keith Millhouse	<i>Moorpark</i>	VCTC
Vice-Chair*	2. Hon. Alan Wapner	<i>Ontario</i>	SANBAG
	3. Hon. John Addleman	<i>Rolling Hills Estates</i>	SBCCOG
	* 4. Hon. Michael D. Antonovich		Los Angeles County
	* 5. Hon. Bruce Barrows	<i>Cerritos</i>	District 23
	* 6. Hon. Glen Becerra	<i>Simi Valley</i>	District 46
	7. Hon. Russell Betts	<i>Desert Hot Springs</i>	CVAG
	* 8. Hon. Robert “Bob” Botts	<i>Banning</i>	RCTC
	9. Hon. Art Brown	<i>Buena Park</i>	District 21
	* 10. Hon. Gene Daniels	<i>Paramount</i>	District 24
	* 11. Hon. Jeff DeGrandpre	<i>Eastvale</i>	District 4
	* 12. Hon. Paul Eaton	<i>Montclair</i>	District 9
	13. Hon. Roy Francis	<i>La Habra Heights</i>	District 31
	* 14. Hon. Mario Guerra	<i>Downey</i>	GCCOG
	* 15. Hon. Frank Gurulé	<i>Cudahy</i>	District 27
	16. Hon. Bert Hack	<i>Laguna Woods</i>	OCCOG
	* 17. Hon. Matthew Harper	<i>Huntington Beach</i>	District 64
	* 18. Hon. Carol Herrera	<i>Diamond Bar</i>	District 37
	19. Hon. Bill Hodge	<i>Calexico</i>	ICTC
	* 20. Hon. Jose Huizar	<i>Los Angeles</i>	District 61
	* 21. Hon. Jim Hyatt	<i>Calimesa</i>	District 3
	22. Hon. Trish Kelley	<i>Mission Viejo</i>	OCCOG
	23. Hon. Randon Lane	<i>Murrieta</i>	WRCOG
	24. Hon. James C. Ledford	<i>Palmdale</i>	North L. A. County
	* 25. Hon. Michele Martinez	<i>Santa Ana</i>	District 16
	26. Hon. Brian McDonald		Chemehuevi Indian Tribe
	* 27. Hon. Ryan McEachron	<i>Victorville</i>	SANBAG
	28. Hon. Marsha McLean	<i>Santa Clarita</i>	North L. A. County
	* 29. Hon. Dan Medina	<i>Gardena</i>	District 28
	* 30. Hon. Barbara Messina	<i>Alhambra</i>	District 34
	* 31. Hon. Leroy Mills	<i>Cypress</i>	District 18
	* 32. Hon. Jim Morton	<i>Lynwood</i>	District 26
	* 33. Hon. Brett Murdock	<i>Brea</i>	District 22
	* 34. Hon. Kris Murray	<i>Anaheim</i>	District 19

Transportation Committee

Members Roster – August 2013

Members

Representing

* 35. Hon. Steven Neal	<i>Long Beach</i>	District 29
* 36. Hon. Shawn Nelson		Orange County
* 37. Hon. Pam O'Connor	<i>Santa Monica</i>	District 41
38. Hon. Micheál O'Leary	<i>Culver City</i>	WSCCOG
* 39. Hon. Gary Ovitt		San Bernardino County
* 40. Hon. Bernard C. Parks	<i>Los Angeles</i>	District 55
* 41. Hon. Linda Parks		VCOG
* 42. Hon. Gregory Pettis	<i>Cathedral City</i>	District 2
43. Hon. Teresa Real Sebastian	<i>Monterey Park</i>	SGVCOG
* 44. Hon. Ronald Roberts	<i>Temecula</i>	District 5
* 45. Hon. Mark Rutherford	<i>Westlake Village</i>	District 44
46. Hon. Damon Sandoval		Morongo Band of Mission Indians
47. Hon. David Spence	<i>La Cañada/Flintridge</i>	Arroyo-Verdugo Cities
* 48. Hon. Karen Spiegel	<i>Corona</i>	District 63
49. Hon. Tim Spohn	<i>City of Industry</i>	SGVCOG
50. Hon. Barb Stanton	<i>Town of Apple Valley</i>	SANBAG
* 51. Hon. Jeff Stone	<i>Riverside County</i>	Riverside County
52. Hon. Jess Talamantes	<i>Burbank</i>	SFVCOG
53. Hon. Brent Tercero	<i>Pico Rivera</i>	GCCOG
* 54. Hon. Donald Voss	<i>La Cañada/Flintridge</i>	District 36

* Regional Council Member

TRANSPORTATION COMMITTEE

AGENDA

AUGUST 1, 2013

The Transportation Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as Information or Action Items.

CALL TO ORDER & PLEDGE OF ALLEGIANCE

(Hon. Keith Millhouse, Chair)

PUBLIC COMMENT PERIOD – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the Assistant prior to speaking. Comments will be limited to three (3) minutes. The Chair may limit the total time for all comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

Time Page No.

CONSENT CALENDAR

Approval Item

- | | | |
|---|-------------------|----------|
| 1. <u>Minutes of the June 6, 2013 Meeting</u> | Attachment | 1 |
|---|-------------------|----------|

Receive & File

- | | | |
|---|---------------------------------|----------|
| 2. <u>Draft 2014 State Transportation Improvement Program (STIP) Guidelines</u>
<i>(Rich Macias, Director , Transportation Planning)</i> | To be sent under separate cover | |
| 3. <u>Pilot Project to Test Travel Time Reliability on Select Corridors within the SCAG Region Using Analytical Tools Developed Under the Strategic Highway Research Program (SHRP) 2</u>
<i>(Naresh Amatya, SCAG Staff)</i> | Attachment | 7 |
| 4. <u>Subregional Plug-in Electric Vehicle Deployment Plans and Atlases</u>
<i>(Marco Anderson, SCAG Staff)</i> | Attachment | 9 |

INFORMATION/DISCUSSION ITEMS

- | | | | |
|---|-------------------|-----------------|-----------|
| 5. <u>High Desert Corridor Update</u>
<i>(Robert Machuca, Project Manager, Los Angeles County Metropolitan Transportation Authority – Metro)</i> | Attachment | 20 mins. | 12 |
|---|-------------------|-----------------|-----------|

TRANSPORTATION COMMITTEE

AGENDA

AUGUST 1, 2013

<u>INFORMATION/DISCUSSION ITEMS - continued</u>		<u>Time</u>	<u>Page No.</u>
6. <u>Ventura County Unmanned Aircraft Systems (UAS) Test Site Application</u> (<i>Todd L. McNamee, A.A.E., C.A.E., Director of Airports, Ventura County Department of Airports</i>)	Attachment	15 mins.	22
7. <u>“Parking Reform Made Easy” Presentation</u> (<i>Richard W. Willson, Ph.D., FAICP, Department of Urban and Regional Planning, California State Polytechnic University, Pomona</i>)	Attachment	30 mins.	31
8. <u>Sustainability Program Call for Proposals Update</u> (<i>Hasan Ikhata, Executive Director</i>)	Attachment	10 mins.	44
9. <u>Rail Update</u> (<i>Steve Fox, SCAG Staff</i>)	Oral Report	10 mins.	

CHAIR’S REPORT

(*Hon. Keith Millhouse, Chair*)

STAFF REPORT

(*Akiko Yamagami, SCAG Staff*)

FUTURE AGENDA ITEM(S)

Any Committee member or staff desiring to place items on a future agenda may make such a request.

ADJOURNMENT

The next meeting of the Transportation Committee (TC) is scheduled for Thursday, September 12, 2013, at the SCAG Los Angeles Office.

Transportation Committee
of the
Southern California Association of Governments
June 6, 2013

Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION COMMITTEE. A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Transportation Committee (TC) held its meeting at SCAG's office in downtown Los Angeles. The meeting was called to order by Vice-Chair Hon. Alan Wapner, City of Ontario. A quorum was present.

Members Present:

Hon. John Addleman	Rolling Hills Estates
Hon. Bruce Barrows, Cerritos	District 23
Hon. Glen Becerra, Simi Valley	District 46
Hon. Russell Betts, Desert Hot Springs	CVAG
Hon. Bob Botts	Banning, RCTC
Hon. Art Brown, Buena Park	Buena Park
Hon. Gene Daniels, Paramount	District 24
Hon. Jeff DeGrandpre, Eastvale	Eastvale
Hon. Roy Francis, La Habra Heights	District 31
Hon. Frank Gurulé, Cudahy	District 27
Hon. Bert Hack, Laguna Woods	OCCOG
Hon. Matthew Harper, Huntington Beach	District 64
Hon. Carol Herrera, Diamond Bar	District 37
Hon. Bill Hodge, Calexico	ICTC
Hon. Jim Hyatt, Calimesa	District 3
Hon. Trish Kelley, Mission Viejo	OCCOG
Hon. Randon Lane, Murrieta	Murrieta
Hon. Michele Martinez, Santa Ana	District 16
Hon. Ryan McEachron, Victorville	SANBAG
Hon. Marsha McLean, Santa Clarita	District 67
Hon. Dan Medina, Gardena	District 28
Hon. Barbara Messina, Alhambra	District 34
Hon. Leroy Mills, Cypress	District 18
Hon. Jim Morton	Lynwood
Hon. Brett Murdock, Brea	District 22
Hon. Pam O'Connor, Santa Monica	District 41
Hon. Micheál O'Leary, Culver City	WCCOG
Hon. Gary Ovitt	San Bernardino County
Hon. Linda Parks	Ventura County
Hon. Greg Pettis, Cathedral City	District 2
Hon. Teresa Real Sebastian, Monterey Park	SGVCOG
Hon. Mark Rutherford, Westlake Village	LVMCOG
Hon. David Spence, La Cañada-Flintridge	Arroyo Verdugo Cities

Hon. Tim Spohn, City of Industry	SGVCOG
Hon. Barb Stanton, Apple Valley	SANBAG
Hon. Jeff Stone	Riverside County
Hon. Jess Talamantes, Burbank	SFVCOG
Hon. Brent Tercero, Pico Rivera	GCCOG
Hon. Don Voss, City of La Cañada-Flintridge	District 36
Hon. Alan Wapner, City of Ontario (<i>Vice-Chair</i>)	SANBAG
Mr. Aziz Elattar	Caltrans District 7

Members Not Present:

Hon. Mike Antonovich	Los Angeles County
Hon. Paul Eaton, Montclair	District 9
Hon. Mario Guerra, Downey	GCCOG
Hon. Jose Huizar, Los Angeles	District 61
Hon. James C. Ledford	Palmdale
Hon. Brian McDonald	Chemehuevi Indian Tribe
Hon. Keith Millhouse, Moorpark (<i>Chair</i>)	VCTC
Hon. Kris Murray	Anaheim
Hon. Steven Neal, Long Beach	District 29
Hon. Shawn Nelson	Orange County
Hon. Bernard C. Parks, Los Angeles	District 55
Hon. Ron Roberts, Temecula	District 5
Hon. Damon Sandoval	Morongo Band of Mission Indians
Hon. Karen Spiegel, Corona	WRCOG

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Vice-Chair Hon. Alan Wapner, City of Ontario, called the meeting to order at 10:03 a.m. Hon. Jeff Stone, Riverside County, led the Committee in the Pledge of Allegiance. Mr. Wapner introduced new committee members, John Addleman of Rolling Hills Estates, Brent Tercero of Pico Rivera, and Barb Stanton of Apple Valley.

PUBLIC COMMENT PERIOD

No members of the public requested to make a comment.

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no reprioritization of the agenda.

CONSENT CALENDAR

Approval Item

1. Minutes of the April 4, 2013 Meeting

A MOTION was made (Mills) to approve the Consent Calendar with the modification to note Mr. Mills' attendance at the General Assembly. The MOTION was seconded (Lane) and UNANIMOUSLY APPROVED. Motion passed.

ACTION ITEMS

2. Amendment No. 1 to the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and Amendment No. 13-04 to the 2013 Federal Transportation Improvement Program (FTIP)

Margaret Lin, SCAG Staff, presented on Amendment No. 1 to the 2012–2035 RTP/SCS and Amendment No. 13-04 to the FTIP. Ms. Lin stated that at its April 4, 2013 meeting, the Committee released the draft Amendments for a 30-day public review and comment period. The Amendments include changes to 36 transportation projects and the addition of seven (7) new projects based on requests from the region's six (6) county transportation commissions. During the comment period, staff received one (1) comment reflecting minor project edits which have been addressed in the proposed final Amendments. Once adopted, the Amendments would be forwarded to the appropriate federal and state reviewing agencies for approval.

A MOTION was made (Barrows) to recommend that the Regional Council adopt Resolution No. 13-550-3 approving the Amendments. The MOTION was seconded (Ovitt) and UNANIMOUSLY APPROVED. Motion passed.

3. Revised 2013 Amendment to the Joint Powers Agreement Concerning the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency

Steve Fox, SCAG Staff, provided an update on the revised 2013 Amendment to the LOSSAN Joint Powers Agreement. Mr. Fox stated that an approval is sought to recommend to the Regional Council the adoption of Resolution 13-550-2, approving the LOSSAN Joint Powers Agreement (JPA) relating to local control of the Pacific Surfliner rail service. In January 2013, the Regional Council approved a prior amended JPA for LOSSAN. Mr. Fox noted that since then, outstanding issues with the San Diego agencies have been resolved.

Hon. Art Brown, Buena Park, encouraged Committee members to support the recommendation as it will lead to integration of Coaster, Amtrak, and Metrolink, ultimately resulting in better service on the LOSSAN corridor.

A MOTION was made (Brown) to recommend that the Regional Council adopt Resolution No. 13-550-2 approving the revised 2013 Amendment to the JPA. The MOTION was seconded (Hack) and UNANIMOUSLY APPROVED. Motion passed.

4. Regional Aviation Program Update

Ryan Hall, SCAG Staff, provided an update on the Regional Aviation Program. Mr. Hall stated that Southern California's aviation system is complex, with over 50 airports including eight (8) commercial airports and over 40 general aviation airports. SCAG's primary federally-mandated role is to plan for ground access improvements to the airports. Mr. Hall noted that current efforts aimed at improving ground access include Los Angeles World Airports' (LAWA) and Metro's efforts on the Crenshaw Line, which would provide

rail service to LAX. Also, the Bob Hope Airport in Burbank is building the Regional Intermodal Transportation Center (RITC) which will improve ground access.

Mr. Hall noted that the 2012–2035 RTP/SCS plans for 146 million annual regional passengers, but also forecasts a 32% decline in general aviation, which mirrors a national trend. The aviation work for the 2016-2040 RTP/SCS will include developing a new Regional Aviation Demand Forecast. Mr. Hall stated that guidance will be sought from the Committee regarding policy considerations, such as airport constraints, governance, and ground transportation.

Mr. Hall introduced Chris Kunze, Director, Long Beach Airport, and was past chair of the Aviation Technical Advisory Committee (ATAC). Mr. Kunze stated that he has worked with SCAG through the ATAC on assisting with the update of SCAG's aviation plans. Mr. Kunze noted that ATAC's unique knowledge and perspective on technical and operation issues in regional and national aviation systems offers valuable insight to policy makers.

Hon. Teresa Real Sebastian, Monterey Park, asked what factors are used to determine the projected decline in aviation activity. Mr. Kunze responded that after 2007, there was a major decline in general aviation activity, and that FAA and industry forecasts still show a flat line or minor growth.

Vice-Chair Hon. Alan Wapner, Ontario, stated that an Aviation Task Force had operated in previous years and was made up of representation from the SCAG region. The purpose of the Task Force had been to provide policy direction to staff and receive information from the ATAC, and that process worked well. Since then, the ATAC and staff have essentially been making policy choices without a policy committee to guide them. For these reasons, Hon. Wapner stated that he supports reactivating the Aviation Task Force. The two (2) goals would be to begin planning for the 2016–2040 RTP/SCS; and to make sure that SCAG is doing all that it can to support spreading aviation impacts throughout the SCAG region.

Discussion ensued regarding advantages and disadvantages of beginning an Aviation Task Force now.

A MOTION was made (DeGrandpre) to recommend that the Regional Council form an Aviation Task Force subject to additional discussion regarding budget, scope, and other related matters. The MOTION was seconded (Hack). The vote for the motion was 31 in favor and two (2) opposed (Betts, Mills) and four (4) abstentions (Hyatt, Rutherford, Ovitt, and Wapner) from the vote. Motion passed.

STAFF REPORT

Ryan Kuo, SCAG staff, reported that the Sustainability Call for Projects resulted in the receipt of 76 applications by the May 31st deadline totaling over \$10 million. Mr. Kuo also announced his one-year rotation supporting the Committee has ended and introduced his replacement, Senior Regional Planner, Akiko Yamagami. Ms. Yamagami thanked the Committee for the opportunity to serve in this role.

FUTURE AGENDA ITEMS

Hon. Jeff Stone, Riverside County, requested a future agenda item relating to the capacity and utilization of the Ontario Airport.

ADJOURNMENT

The meeting adjourned at 11:00 a.m. The next meeting of the Transportation Committee will be held Thursday, August 1, 2013 at the SCAG Los Angeles office.



Akiko Yamagami, Senior Regional Planner
Transportation Planning

Transportation Committee Attendance Report

2013

		X = County Represented							X = Attended				= No Meeting		NM = New Member					
	Member (including Ex-Officio) Last Name, First Name	Representing	IC	LA	OC	RC	SB	VC	Jan	Feb	Mar	April	GA May	June	No Mtg. July	Aug	Sept	Oct	Nov	Dec
1	Addleman, John	Rolling Hills Estates		X					X		X	X		NM						
2	Antonovich, Michael*	Los Angeles County		X					X		X	X								
3	Barrows, Bruce*	Cemitos		X					X		X	X		X						
4	Becerra, Glen*	Simi Valley		X						X	X	X		X						
5	Betts, Russell	CVAG				X			X	X	X	X		X						
6	Botts, Bob	Banning, RCTC							NM	X	X	X		X						
7	Brown, Art	Buena park							NM	X	X			X						
8	Daniels, Gene*	Paramount		X					X	X	X	X		X						
9	DeGrandpre, Jeff	Eastvale							NM	X	X	X		X						
10	Eaton, Paul*	Montclair		X								X								
11	Elattar, Aziz	Caltrans - District 7									X	X		X						
12	Francis, Roy	La Habra Heights										NM		X						
13	Guerra, Mario	Downey		X							X									
14	Gurulé, Frank*	Cudahy		X						X	X	X		X						
15	Hack, Bert	Laguna Woods			X				X	X	X	X		X						
16	Harper, Matthew*	Huntington Beach			X				X		X	X		X						
17	Herrera, Carol*	Diamond Bar		X					X	X	X			X						
18	Hodge, Bill	Clexico, ICTC	X							X	X	X		X						
19	Huizar, Jose*	Los Angeles		X																
20	Hyatt, Jim	Calimesa				X			X	X	X	X		X						
21	Kelley, Trish	Mission Viejo			X				X	X				X						
22	Lane, Randon	Murietta							NM	X	X	X		X						
23	Ledford, James C.	Palmdale/No. LA County		X							X									
24	Martinez, Michele*	Santa Ana			X				X	X	X	X		X						
25	McDonald, Brian	Chemehuevi Indian Tribe					X													
26	McEachron, Ryan	Victorville					X		X	X	X	X		X						
27	McLean, Marsha*	Santa Clarita		X					X	X	X	X		X						
28	Medina, Dan*	Gardena		X								X		X						
29	Messina, Barbara*	Alhambra		X					X	X	X	X		X						
30	Millhouse, Keith* (Chair)	Moorpark						X	X	X	X	X								
31	Mills, Leroy*	Cypress			X				X	X	X	X		X						
32	Morton, Jim	Lynwood								X	X	X		X						
33	Murdock, Brett	Brea			X				X	X	X	X		X						
34	Murray, Kris	Anaheim								NM		X								
35	Neal, Steven*	Long Beach		X					X		X	X								
36	Nelson, Shawn*	Orange County			X															
37	O'Connor, Pam*	Santa Monica		X					X	X	X			X						
38	O'Leary, Micheál	Culver City/WCCOG		X					X	X	X			X						
39	Ovitt, Gary*	San Bernardino County					X		X	X		X		X						
40	Parks, Bernard*	Los Angeles		X																
41	Parks, Linda	Ventura County							NM	X	X			X						
42	Pettis, Gregory*	Cathedral City				X			X	X	X	X		X						
43	Real Sebastian, Teresa	Monterey Park/SGVCOG							X		X	X		X						
44	Roberts, Ron*	Temecula				X			X	X	X	X								
45	Rutherford, Mark	Westlake Village		X					X					X						
46	Sandoval, Damon	Morongo Band of Mission Indians				X														
47	Spence, David	Flintridge/Arroyo Verdugo Cities		X					X	X	X	X		X						
48	Spiegel, Karen	Corona/WRCOG				X			X	X	X	X								
49	Spohn, Tim	Industry/SGVCOG		X					X	X	X	X		X						
50	Stanton, Barb	Apple Valley												NM						
51	Stone, Jeff*	Riverside				X			X	X		X		X						
52	Talamantes, Jess	Burbank/SFVCOG		X						X		X		X						
53	Tercero, Brent	Pico Rivera												NM						
54	Voss, Don*	La Cañada Flintridge		X					X	X	X	X		X						
55	Wapner, Alan* (Vice-Chair)	Ontario					X		X	X	X			X						
		Totals	1	23	7	7	4	1												
		* Regional Council Member																		

DATE: August 1, 2013

TO: Transportation Committee (TC)

FROM: Naresh Amatya, Manager, Transportation Planning, 213-236-1885, amatya@scag.ca.gov

SUBJECT: Pilot Project to Test Travel Time Reliability on Select Corridors within the SCAG Region Using Analytical Tools Developed Under the Strategic Highway Research Program (SHRP) 2

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only - No Action Required.

EXECUTIVE SUMMARY:

In late 2012, System Metrics Group, Inc., CLR Analytics Inc., SCAG, and the California Department of Transportation (Caltrans) jointly applied for and was awarded a Transportation Research Board (TRB) Strategic Highway Research Program (SHRP) 2 grant to find ways to demonstrate how operational strategies improve the critical performance metric of "travel time reliability." The project award includes \$70,000 that has been allocated to SCAG for labor and indirect costs in support of this effort. Specifically, SCAG staff will review work products and provide input from SCAG's perspective as a potential user of the tools being tested via this project; coordinate and facilitate input from a larger stakeholder group within the SCAG region; and assist in reviewing and refining the research plan, data collection efforts, defining and refining alternative strategies for testing, and reviewing final report. Staff will participate in this unique research opportunity in order to further our ability to measure and forecast the critical performance measure of travel time reliability. The successful completion of this effort can be expected to strengthen SCAG's performance measurement toolbox to be used for the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and beyond.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal (1): Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies, Objective (c): Provide practical solutions for moving new ideas forward.

BACKGROUND:

For several years, SCAG and its transportation planning partners have strived to improve the "travel time reliability" of the region's transportation system. As defined in the 2012-2035 RTP/SCS, reliability refers to the relative predictability of the public's travel time. A high level of reliability indicates that travelers are able to easily predict the amount of time that a given trip will take, since there is low variability in the expected travel time. On the other hand, low reliability means that there is a high variability in the amount of time that a trip could take, resulting in greater difficulty by a traveler to predict how long a trip is expected to take.

While SCAG and its partners have long acknowledged "travel time reliability" to be an important measure of the effectiveness of the transportation system, to date, industry experts are still in the process of developing tools that can accurately assess the effect of highway improvement projects on reliability. TRB's

REPORT

SHRP, which has been researching reliability for several years now, has encouraged and financed multiple efforts to develop tools for estimating the impact of projects on reliability, valuing this impact, and helping to forecast it into the future.

System Metrics Group, Inc., CLR Analytics Inc., SCAG, and Caltrans jointly applied for a SHRP 2 grant in late 2012, and was recently awarded a \$358,564.87 SHRP 2 grant to find ways to demonstrate how operational strategies improve “travel time reliability.” Specifically, this effort will perform a “reality check” test on a new set of travel time reliability tools, algorithms, and concepts that have been developed in recent years. System Metrics Group, Inc. will lead the effort to test findings from the development of these tools, algorithms, and concepts against the ground truth of real corridors, complex data sets, and even more complex political processes.

The project award includes \$70,000 that has been allocated to SCAG for labor and indirect costs in support of this effort. Specifically, SCAG staff will review work products and provide input from SCAG’s perspective as a potential user of the tools being tested via this project; coordinate and facilitate input from a larger stakeholder group within the SCAG region; and assist in reviewing and refining the research plan, data collection efforts, defining and refining alternative strategies for testing, and reviewing final report.

Staff will participate in this unique research opportunity in order to further SCAG’s ability to measure and forecast the critical performance measure of travel time reliability. The project schedule will allow for the outcome of this effort to be used as input into the development of the 2016-2040 RTP/SCS. Ultimately, its successful completion will help to strengthen the performance measurement toolbox to be used for the 2016-2040 RTP/SCS and beyond.

FISCAL IMPACT:

This effort will result in the increase of funding for FY2013-14 by the amount of \$70,000.

ATTACHMENT:

None

DATE: August 1, 2013

TO: Energy and Environment Committee (EEC)
Community Economic and Human Development Committee (CEHD)
Transportation Committee (TC)

FROM: Marco Anderson, Senior Regional Planner, (213) 236-1879, anderson@scag.ca.gov

SUBJECT: Subregional Plug-in Electric Vehicle Deployment Plans and Atlases

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only - No Action Required.

EXECUTIVE SUMMARY:

On June 30, 2012, SCAG and the University of California Los Angeles (UCLA) Luskin Center research team submitted the final drafts of the South Bay Cities and Western Riverside County Plug-in Electric Vehicle (PEV) Deployment Plans & Atlases. This report will summarize the continuing subregional PEV Readiness activities and SCAG's contribution to these coordinated efforts.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal 2 – Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities; Objective A: Identify new infrastructure funding opportunities with State, Federal and private partners.

BACKGROUND:

In June 2011, SCAG and the South Coast Air Quality Management District (SCAQMD), in conjunction with their regional partners, applied for two (2) PEV readiness grants and were successful in both applications. The first grant, awarded by the U.S. Department of Energy (DOE), resulted in the development of six (6) Regional PEV Readiness Plans throughout the state of California, including one for Southern California.

The second grant was awarded by the California Energy Commission (CEC) and was the result of a collaborative effort between SCAG and SCAQMD in partnership with Southern California Edison (SCE), South Bay Cities Council of Governments (SBCCOG), and Western Riverside Council of Governments (WRCOG). The purpose of the project is to develop two (2) complementary subregional plans in collaboration with SBCCOG and WRCOG. SCAG is the lead agency authorized by CEC to accept and administer the award.

SCAG's staff and research team members will summarize the results, and cover some of the key recommendations for encouraging electric vehicle supply equipment (EVSE) siting and installation. The Subregional PEV Deployment Plans are each comprised of four (4) chapters covering a practical methodology that subregional entities, partner agencies, and local jurisdictions may follow to target promising sites to host publicly available charging stations. The Subregional PEV Atlases contain maps, charts, and data for every city within these two (2) subregional areas that illustrate factors which influence demand for charging equipment at specific locations.

REPORT

Remaining tasks in the scope of work under the CEC Regional Plans to support PEVs include: 1) develop materials that describe the guidelines and best local and regional practices for PEV infrastructure permitting, installation, deployment, maintenance, and inspection as well as a plan for sharing such guidelines and best practices with the State; and 2) develop a catalogue of educational materials including presentations, brochures, and web content.

FISCAL IMPACT:

Staff and consultant efforts are funded with grants under 13-225.SCG01641.03. Additional grants opportunities are currently sought from state, federal, and private sources.

ATTACHMENT:

PowerPoint Presentation: “Subregional Plug-in Electric (PEV) Vehicle Deployment Plans and Atlases.”

Southern California Plug-In Electric Vehicle (PEV) Subregional Deployment

August 1, 2013



 SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

Background

- Complements the land use pattern in the RTP/SCS
- Southern CA is a key market for PEVs
- Effort supports SCAG's Economic Recovery and Job Creation Strategy



Regional PEV Infrastructure Planning

- So Cal PEV Coordinating Council

- SCAQMD
- SCE and public utilities
- Subregions
- Local Governments
- Clean Cities Coalitions
- Universities
- Auto manufacturers
- Charging infrastructure m
- Installers
- And more every day...



Regional PEV Infrastructure Planning

SCAG awarded two grants

- U.S. Department of Energy
 - Statewide application led by SCAQMD
 - Award = \$1 million statewide, \$300,000 for SCAG and Clean Cities Coalitions
 - Goal: Six regional PEV infrastructure plans Completed December 2012
- California Energy Commission
 - Regional application co-led by SCAQMD & SCAG
 - Award = \$200,000
 - Goal: complete two subregional plans in the South Bay and Western Riverside Councils of Government

Regional PEV Infrastructure Planning

- Speaking at forums and workshops
- Holding regular SoCalPEVCC meetings
- Clearinghouse for PEV Readiness Information



Regional PEV Readiness Plan

- Conduct literature review
- Research market forces
- Analyze driver behavioral information
- Develop a Regional Plan for charging infrastructure
- Develop in-depth subregional plans for SBCCOG and WRCOG
- Participate in meetings and workshops

Barriers to PEV Adoption

- Vehicle cost
- Accessibility of Charging Stations
- Workplace charging
- Multi-family dwelling units
- Range anxiety
- Marginal Cost of Energy

Types of Electric Vehicles

Battery Electric Vehicle (BEV)

- Powered exclusively by the electricity from its on-board battery, which replenishes its battery by plugging-in to the grid, or charging
- Sometimes referred to as "pure" EVs
- Nissan LEAF, SMART EV, Fiat 500e, BMW E-ACTIV

Extended Range Electric Vehicle

- Operates as a battery electric vehicle for a certain number of miles
- After the battery has been discharged, a gas engine powers an electric generator for several hundred miles of "extended-range" driving

Plug-in Hybrid Electric Vehicle (PHEV)

- Has a battery that can be charged off board by plugging into the grid and enables it to travel a certain number of miles solely on electricity
- Operates as a hybrid vehicle once electric-only range is exceeded
- Toyota PEV Prius, Chevy Volt

Fuel Cell Electric Vehicle

- Converts the chemical energy from a fuel (hydrogen) into electricity through a chemical reaction to drive an electric motor.
- Emits only heat and water
- Honda Clarity, Toyota FCEV,

Hybrid Electric Vehicle (Hybrid)

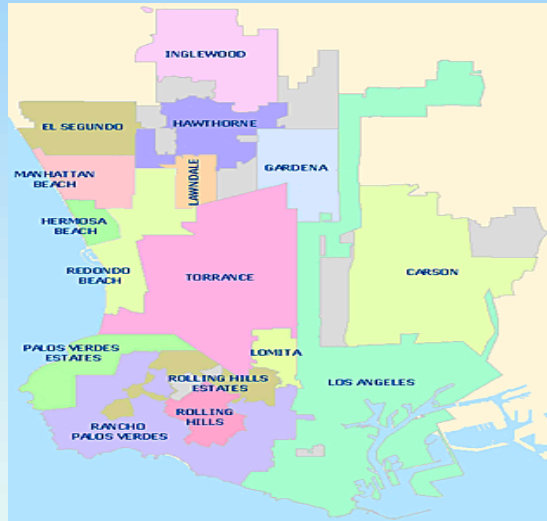
- Uses both electric motor and an internal combustion engine to propel the vehicle
- Toyota Prius, Kia Optima Hybrid, Ford Fusion Hybrid, etc.

SUBREGIONAL PEV PLANNING

Subregional PEV Planning

- How do we identify where charging opportunities are for MUDs, workplace, retail and single family?
- Why?
 - prioritize planning reforms (permit streamlining, zoning, building codes, parking,) by city as well
 - locate demonstration projects on best parcels.
- Example: MUDs and Workplaces South Bay Cities Council of Government Southern California.

South Bay Cities Council of Governments (SBCCOG)



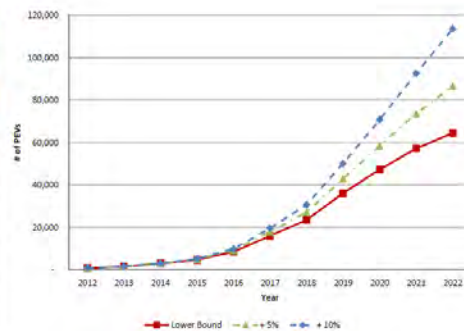
Growth in Plug-in EV Registrations, SBCCOG region

SOUTH BAY CITIES COUNCIL OF GOVERNMENTS

UCLA Luskin Center
for Innovation & Entrepreneurship

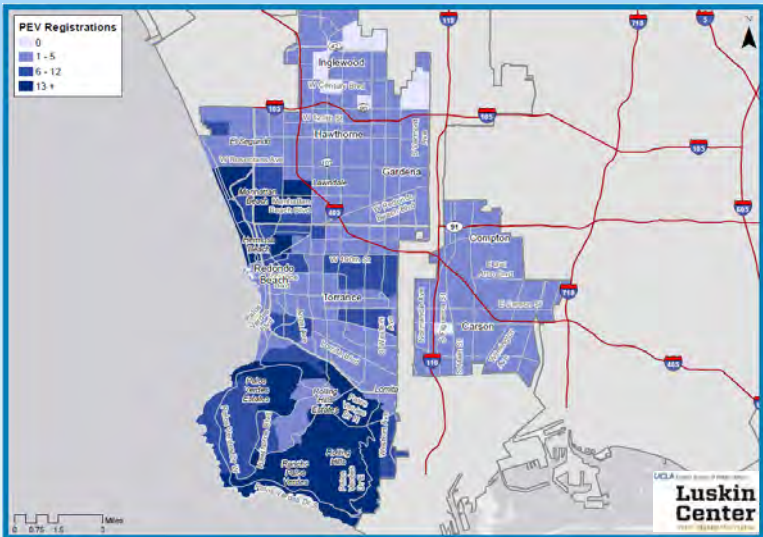
PEV Growth

Year	Cumulative PEV registrations*		
	Lower Bound	+ 5%	+ 10%
2012	747	747	747
2013	1,434	1,434	1,434
2014	2,885	2,960	2,988
2015	4,592	4,859	5,054
2016	8,423	9,155	9,776
2017	15,954	17,799	19,496
2018	23,424	27,023	30,574
2019	36,020	42,906	50,072
2020	47,212	58,382	70,636
2021	57,101	73,530	92,495
2022	64,359	86,552	113,501

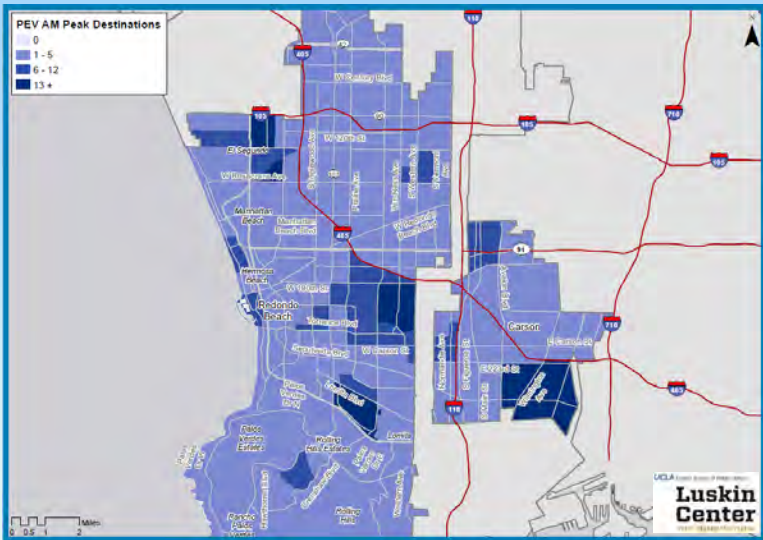


* The +5% and +10% projections begin in 2014, when uncertainty becomes greater.

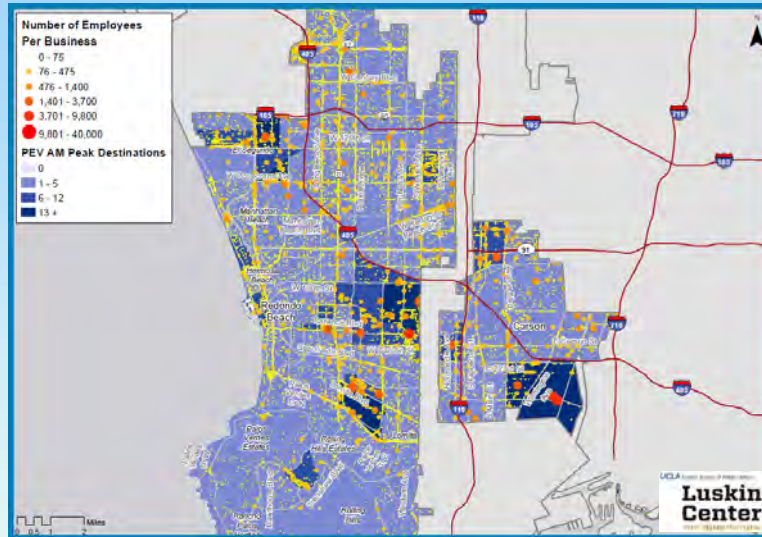
PEV Registrations by TAZ
(Polk Registration Data)



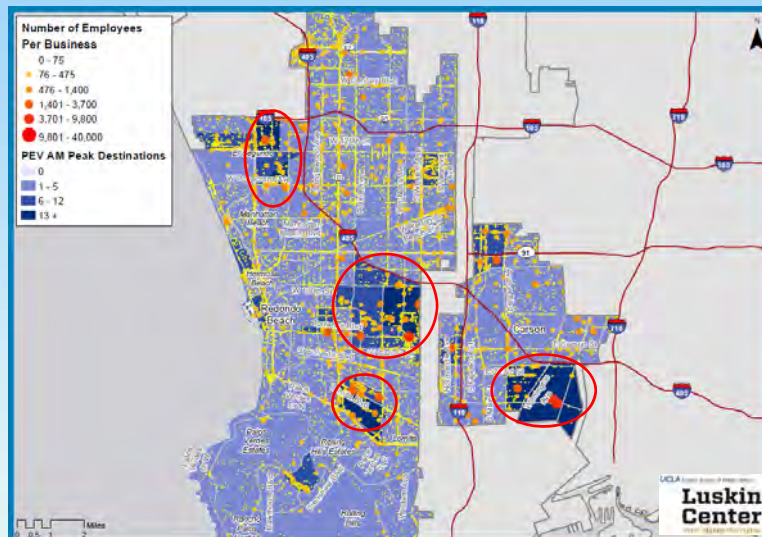
PEV Morning Peak Destinations
(SCAG Transportation Model)



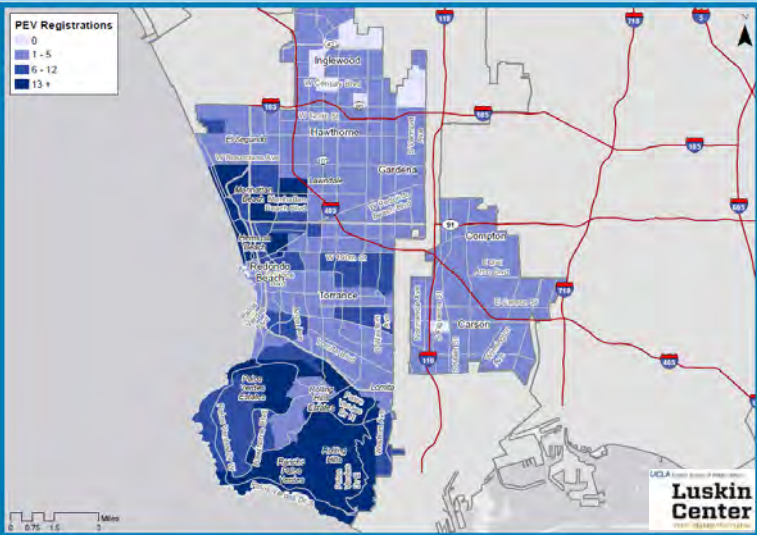
PEV Morning Peak Destinations and Workplaces by Number of Employees



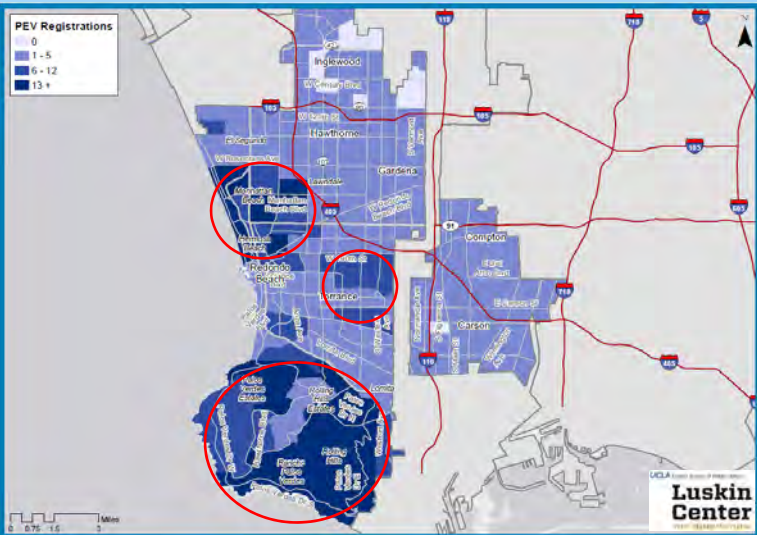
PEV Morning Peak Destinations, Workplaces, and Employment Clusters



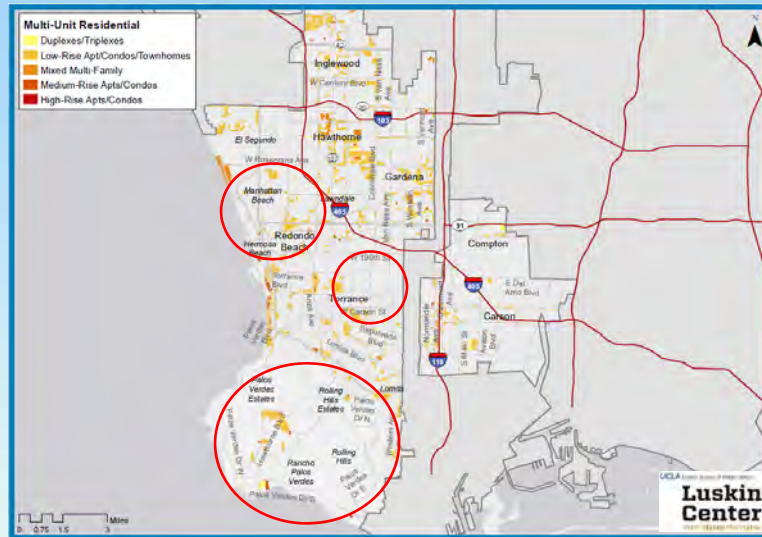
PEV Registrations by TAZ



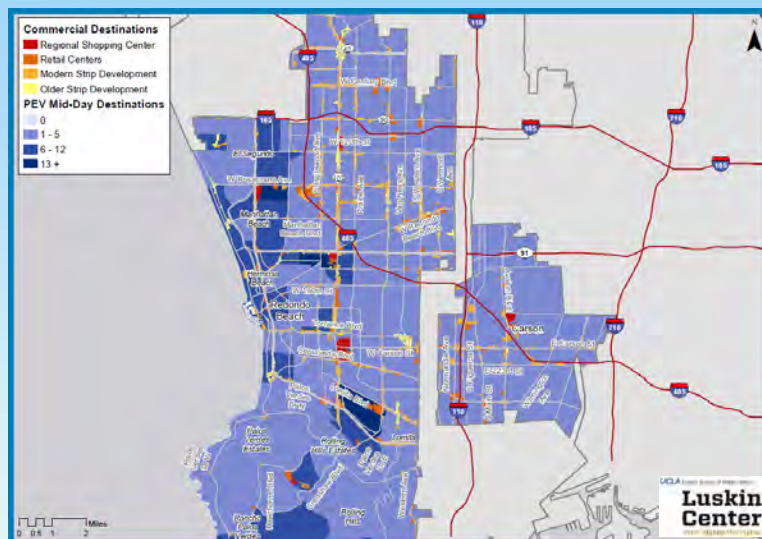
PEV Registrations by TAZ and Residential Clusters



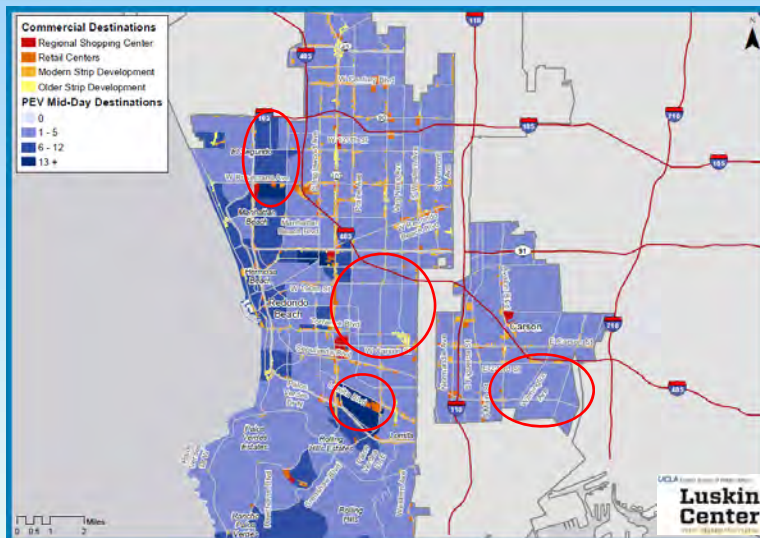
Multi-Unit Residential Dwelling by Type and Residential Clusters



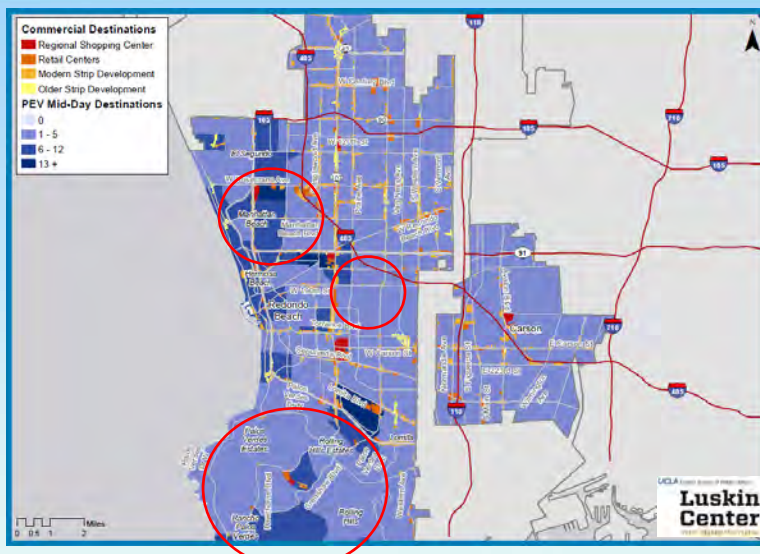
PEV Mid-Day Destinations and Retail Locations



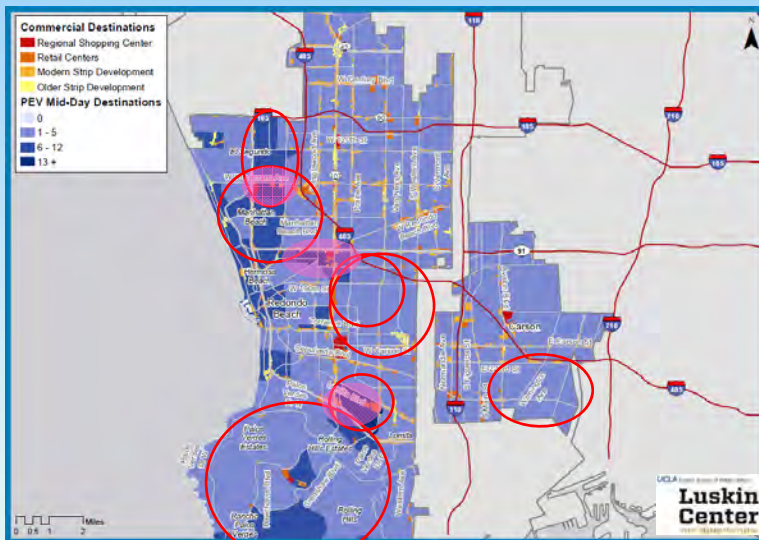
PEV Mid-Day Destinations, Retail Locations, and Employment Clusters



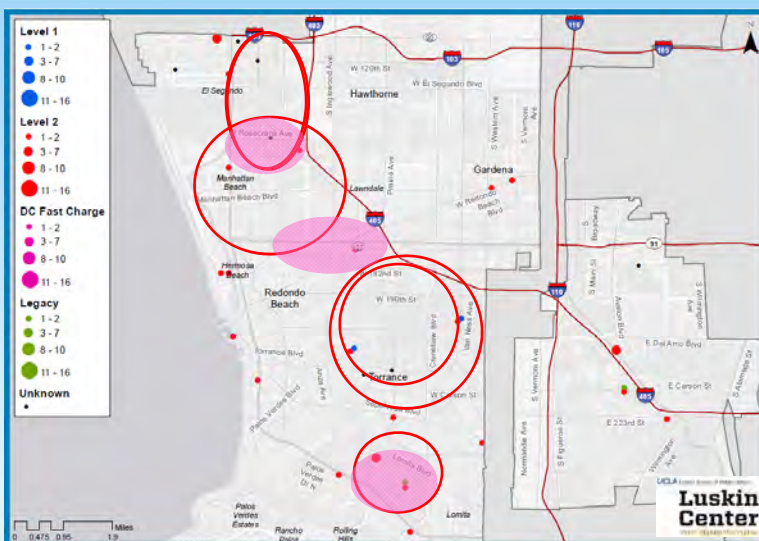
PEV Mid-Day Destinations, Retail Locations, and Residential Clusters



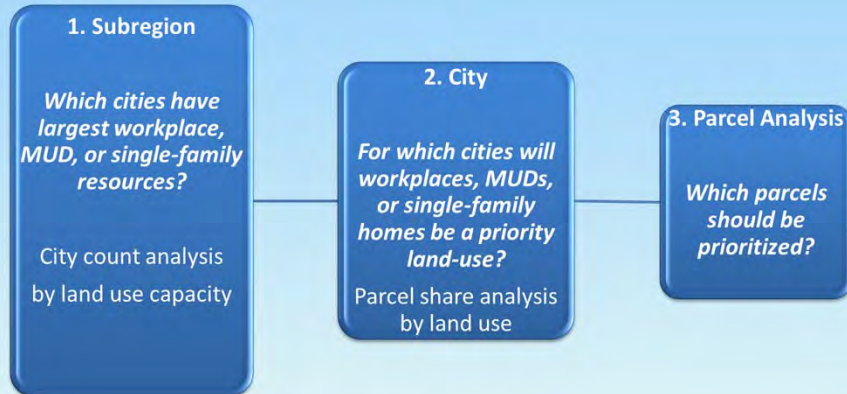
PEV Mid-Day Destinations, Retail Locations, Target Areas



Publicly Accessible Charging Stations (Summer/Fall 2012)



Levels of PEV Planning in Subregional PEV Deployment Plans



Estimated parking spaces, employment land use, South Bay Cities

	Employee Count	MUD Count	Single-Family Count
Torrance	97,325	22,709	35,771
El Segundo	61,492	3,721	3,582
Carson	49,776	2,920	22,935
Inglewood	28,604	21,117	18,192
Gardena	24,951	9,427	12,944
Redondo Beach	23,471	14,175	16,091
Hawthorne	19,411	19,689	10,345
Manhattan Beach	17,139	3,215	12,044
Hermosa Beach	5,865	5,080	5,401
Lawndale	5,783	3,170	7,419
Rancho Palos Verdes	4,713	2,340	13,452
Rolling Hills Estates	4,268	156	2,928
Lomita	3,096	2,695	5,383
Palos Verdes Estates	2,028	356	4,922
Rolling Hills	237	0	689

Estimated parking spaces by employee *share*, South Bay Cities

	% Employee	% MUD	% Single-Family
El Segundo	89%	5%	5%
Carson	66%	4%	30%
Torrance	62%	15%	23%
Rolling Hills Estates	58%	2%	40%
Manhattan Beach	53%	10%	37%
Gardena	53%	20%	27%
Redondo Beach	44%	26%	30%
Inglewood	42%	31%	27%
Hawthorne	39%	40%	21%
Hermosa Beach	36%	31%	33%
Lawndale	35%	19%	45%
Palos Verdes Estates	28%	5%	67%
Lomita	28%	24%	48%
Rolling Hills	26%	0%	74%
Rancho Palos Verdes	23%	11%	66%

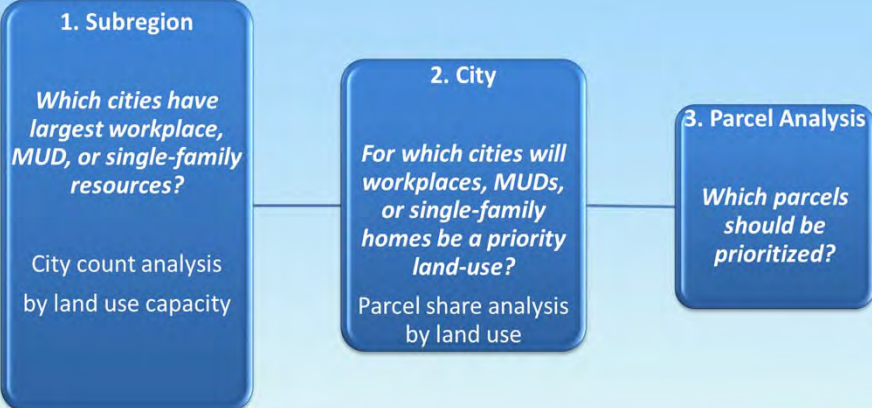
Levels of PEV Planning in Subregional PEV Deployment Plans



Largest workplaces, high PEV density TAZs, weekday mornings, South Bay Cities subregion

Company	Address	City	Employees	High Tech	White Collar
Boeing Satellite Systems	1950 E Imperial Hwy	El Segundo	4,899	Y	Y
Torrance Memorial Medical Center	3330 Lomita Blvd	Torrance	3,018	N	Y
Aero Space Corp	2350 E El Segundo Blvd	El Segundo	2,820	Y*	Y*
Directv Inc	2230 East Imperial Highway	El Segundo	1,823	Y	Y
Mattel Inc	333 Continental Blvd	El Segundo	1,609	N	Y*
American Honda Motor Co	1919 Torrance Blvd	Torrance	1,602	N	Y
Space Exploration Technologies	1 Rocket Road	Hawthorne	1,186	Y*	Y*
BP-Arco	2350 E 223rd St	Carson	1,075		
Robinson Helicopter Co Inc	2901-31 Airport Dr	Torrance	961	Y	Y
Herbalife International of America	950 190th St	Torrance	939	N	Y
Hi-Shear Corporation	2600 Skypark Dr	Torrance	865	N	N
Rhythm & Hues, Inc	2100 E Grand Ave	El Segundo	704		N
L-3 Communications Electron Tech Inc	3100 W Lomita Blvd	Torrance	621	Y	Y
Moog, Inc	20263 S Western Ave	Torrance	445	Y	Y
Leiner Health Products	901 E 233rd St	Carson	381		
Virco Mfg Corp	2027 Harpers Blvd	Torrance	372	N	N
Teledyne Controls	501 Continental Blvd	El Segundo	371	Y*	N
Costco Wholesale	2751 Skypark Dr	Torrance	368	N	N*
Wal-Mart	19503 S Normandie Ave	Torrance	338	N*	N*
R. R. Donnelley & Sons Co	19681 Pacific Gateway Dr	Torrance	337		
Huck Int'l Inc. DBA Alcoa Fastening Sys.	900 Watson Center Rd	Carson	331		

Levels of PEV Planning in Subregional PEV Deployment Plans

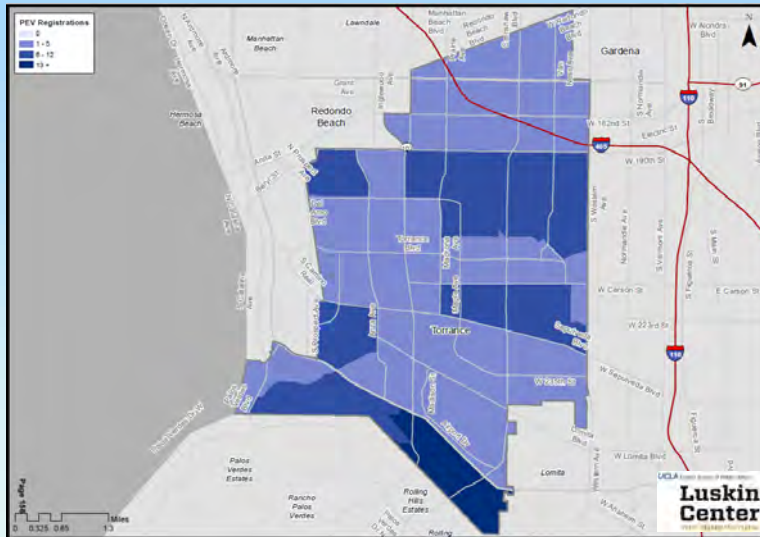


MUNICIPAL PEV PLANNING

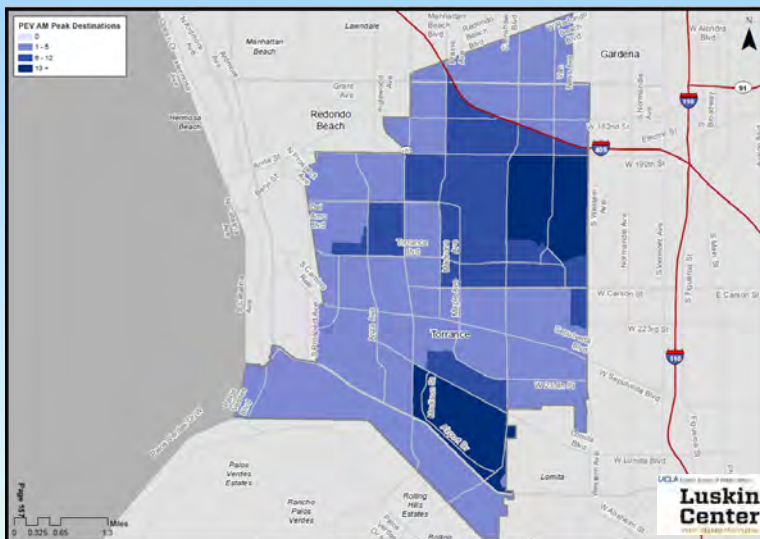
Torrance Example

- Location of PEV Registrations
- PEV morning peak destinations (map)
- Top workplaces by number of employees
- PEV morning peak destinations and top workplaces
- **Top employers (table)**
- Multi-unit residential and PEV registrations
- **Top MUDs (table)**
- Commercial (retail) locations
- PEV mid-day destinations and commercial (retail) locations
- **Top retailers (table)**
- Publicly-accessible charging stations

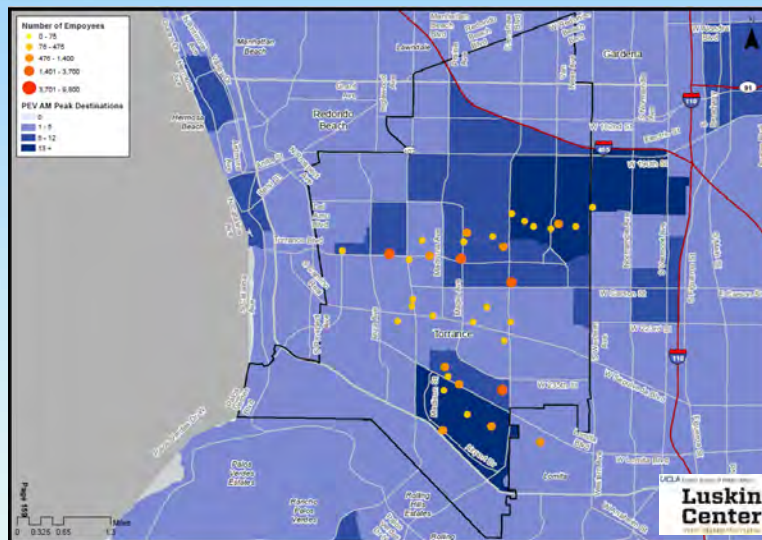
PEV Registrations, Torrance (Polk Registration Data)



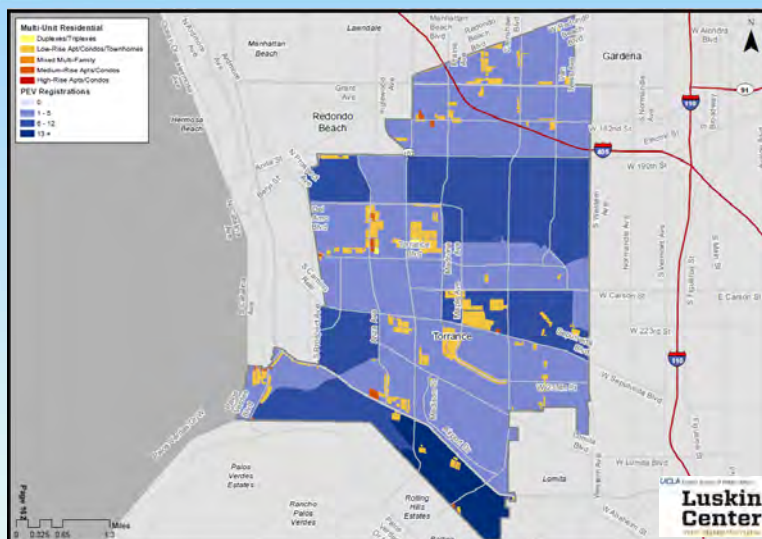
PEV Morning Peak Destinations, Torrance (SCAG Transportation Model)



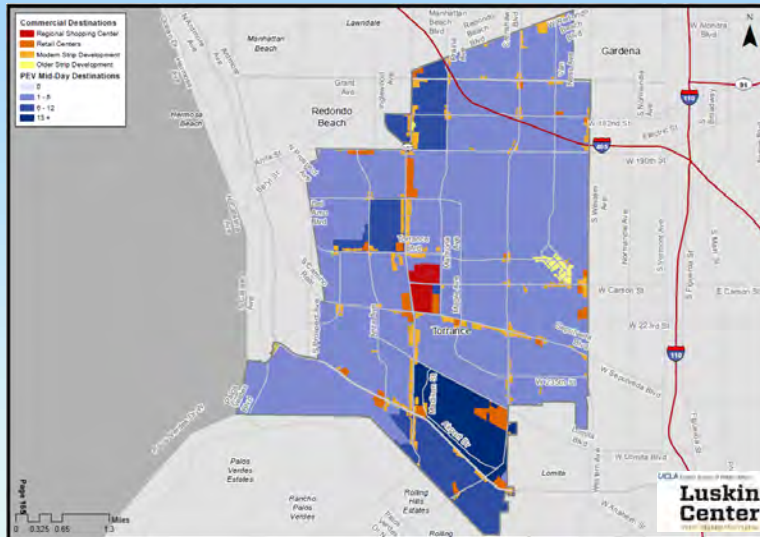
Top Ranked Employers and PEV Morning Peak Destinations, Torrance



Multi-Unit Residential and PEV Registrations, Torrance



Retail Locations and PEV Mid-Day Destinations, Torrance



Next Steps

- Complete Subregional Deployment Plans (November 2013)
- Promote Plans at 2013 Alt Car Expo
- Discuss Subregional PEV Plans at all member COGs
- Continue partnering with SCAQMD
- Continue hosting bi-monthly So Cal PEVCC meetings

Marco Anderson
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DATE: August 1, 2013

TO: Transportation Committee (TC)

FROM: Rich Macias, Director, Transportation Planning, 213-236-1805, macias@scag.ca.gov

SUBJECT: High Desert Corridor Update

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only - No Action Required.

EXECUTIVE SUMMARY:

As a major project in the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the High Desert Corridor (HDC) project considers the construction of a new multi-modal link between State Route (SR) 14 in Los Angeles County and SR-18 in San Bernardino County. This project would connect some of the fastest growing residential, commercial, and industrial areas in Southern California, including the cities of Palmdale, Lancaster, Adelanto, Victorville, and the Town of Apple Valley. Over the past few years, the HDC Partnership, of which SCAG is a member, has made great strides in its planning work that not only move the project closer to reality, but have also broadened the scope of the project while turning the HDC into a multipurpose corridor. Unlike the original concepts of a highway-only corridor, the HDC is also considering rail, green energy, and active transportation components. Robert Machuca, Project Manager for the Los Angeles County Metropolitan Transportation Authority (Metro), will take this opportunity to provide Transportation Committee members with an update on the HDC Environmental Impact Statement/Environmental Impact Report (EIS/EIR) planning work.

STRATEGIC PLAN:

This item support SCAG's Strategic Plan, Goal (1) Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies, Objective (a) Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

The HDC project is considering the construction of a new multi-modal link between SR-14 in Los Angeles County and SR-18 in San Bernardino County. This project would connect some of the fastest growing residential, commercial, and industrial areas in Southern California, including the cities of Palmdale, Lancaster, Adelanto, Victorville, and the Town of Apple Valley.

Over the past several years, various agencies across the SCAG region have worked collaboratively to advance the HDC planning work. On March 1, 2012, the Regional Council authorized the Executive Director to sign the HDC Partnership Memorandum of Understanding, through which SCAG became a partner agency, along with Metro, the State of California Department of Transportation (Caltrans), High Desert Corridor Joint Powers Authority, County of Los Angeles, County of San Bernardino, San Bernardino Associated Governments, Town of Apple Valley, City of Adelanto, City of Lancaster, City of Palmdale, and the City of Victorville. On April 4, 2012, the Regional Council adopted the 2012-2035 RTP/SCS, which includes the HDC project in the financially-constrained project list.

REPORT

Since that time, the HDC Partnership has made great strides in its planning work that not only move the project closer to reality, but which have also broadened the scope of the project, turning the HDC into a multipurpose corridor. Unlike the original concepts of a highway-only corridor, the HDC is now also considering rail, green energy, and active transportation components. Robert Machuca, Metro's Project Manager, will take this opportunity to provide Transportation Committee members with an update on the HDC EIS/EIR planning work.

FISCAL IMPACT:

Funding for staff involvement in High Desert Corridor planning work is provided in the FY13-14 OWP under Project No. 060-0124A.01 (Corridor Planning).

ATTACHMENT:

None



Los Angeles County
Metropolitan Transportation Authority

High Desert Corridor

August 2013



Agenda for Today's Meeting

- Introduction
- Project Background
- Project Updates
 - Purpose and Need
 - HDC Alternative Variations
 - HDC - Strategic Multipurpose Corridor
 - Environmental process and schedule



HDC Project Partner Agencies

- Metro
- Caltrans
- HDC Joint Powers Authority (JPA)
- SANBAG
- SCAG
- Lancaster
- Palmdale
- Adelanto
- Victorville
- Town of Apple Valley
- Counties of Los Angeles and San Bernardino



HDC Funding

- LA County's Measure R
- SB County's Measure I
- State Transportation Improvement Program (STIP)
- Federal/State funding
- Public Private Partnership (P3)



HDC Purpose and Need

Project Purpose:

- Increase capacity of east-west transportation facilities to accommodate existing and future transportation demand
- Improve travel safety and reliability within the High Desert region
- Improve the regional goods movement network
- Provide improved access and connectivity to regional transportation facilities, including airports and the existing and future passenger rail systems, including, the proposed California High Speed Rail system and the proposed XpressWest High Speed Rail system.
- Contribute to state greenhouse gas reduction goals through the use of green energy features

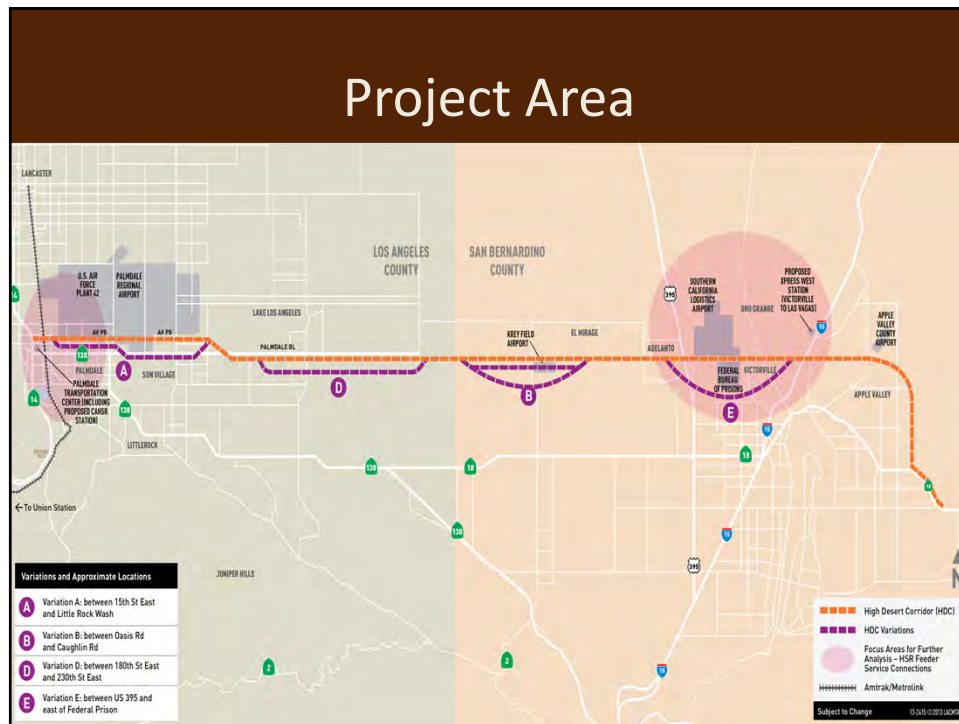


HDC Purpose and Need

Project Need:

- The specific needs to be addressed by the proposed action include:
- Recent and future population growth within the High Desert Region
- Limited and unreliable east-west connectivity within the High Desert Region
- Regional demands for goods movement to support the growth of the regional economy
- Future demands for the use of green energy, including sustainability and green energy provisions in state law and policy





HDC Functional Alternatives

- Freeway/Expressway Alternative (Avenue P-8, I-15 and SR-18)
- Freeway/Expressway Alternative with High Speed Rail Feeder Service
- Freeway/Tollway Alternative (Avenue P-8, I-15 and SR-18)
- Freeway/Tollway Alternative with High Speed Rail Feeder Service
- Hybrid Corridor Alternative
- Transportation Systems Management/Transportation Demand (TSM/TDM)
- No Build Alternative



Rail Component

High Speed Rail Feeder System

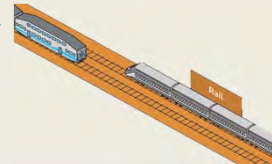
- Designed for speeds up to 180 mph
- Designed to be interoperable with the proposed California High Speed Rail and XpressWest rail systems
- Proposed in dedicated right-of-way in the median of the HDC freeway/expressway
- Creates the potential to connect San Francisco, Central Valley, Los Angeles, Las Vegas, and San Diego regions through a high speed rail system
- Rail Alternatives Analysis underway



Metro



Caltrans



Green Energy Component

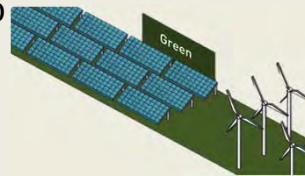
- Energy generation considerations:
 - Solar and wind
- Energy transmission potential
- Opportunities for natural gas & electric refueling stations along corridor
- Goal to achieve a net-zero energy corridor
 - AB 32 – 2006, Global Warming Solutions Act
 - SB 375 – 2008, Sustainable Communities and Climate Protection Law
- Enhances Public Private Partnership opportunities



Metro

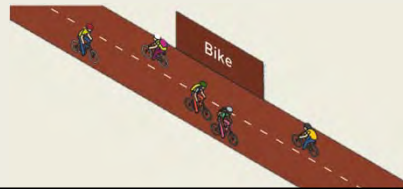


Caltrans

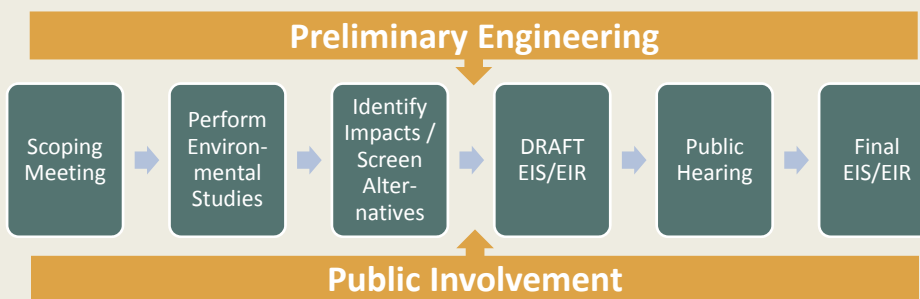


Bikeway Component

- Bikeway extends approximately from Palmdale Transportation Center to US-395
- Connects to local bicycle master plans
- Dedicated and protected right-of-way
- Integrated with HDC alignment



EIS/EIR Process



Environmental Update

- Most studies are about 70% - 80% complete
- Analysis focusing on rail
- Completed another round of Spring surveys
- Cultural specialists protecting burial sites

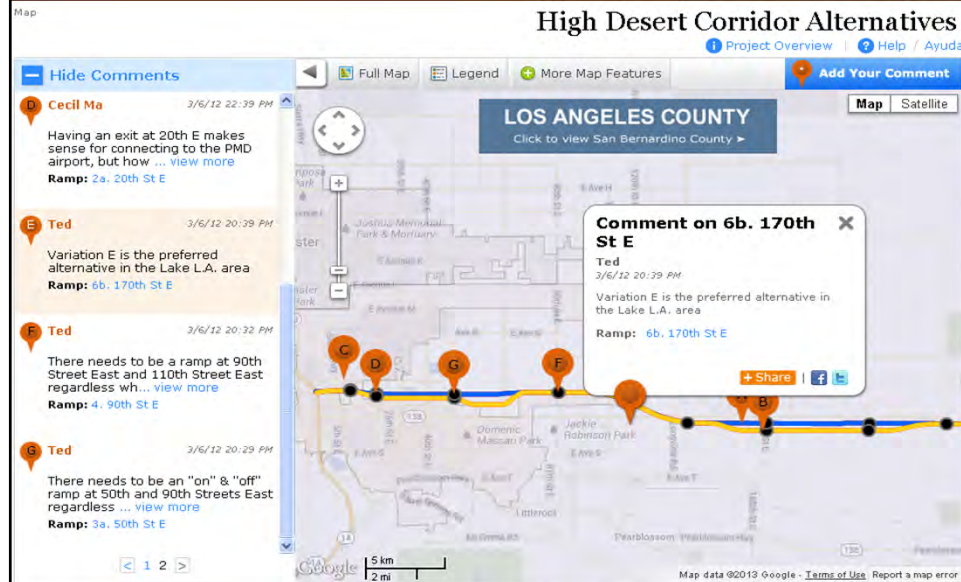


Community Involvement (cont.)

- Social Media:
 - About 500 Facebook fans and followers
 - facebook.com/metrohdc
 - Twitter @metrohdc
 - HDC “Geo-Social” Interactive Map (956 unique visitors to date)
 - Explore:
 - Alternatives
 - Freeway ramps
 - Post comments and share on Facebook and Twitter



Interactive Map



How to Stay Involved

- **Mail:** Robert Machuca, Metro Project Manager
One Gateway Plaza, MS 99-22-9
Los Angeles CA 90012
- **Toll-free helpline:** (888) 252-7433
- **Email:** comments to Metro, hdc@metro.net
- **Project Websites:**
 - **Metro** metro.net/hdc
 - **Caltrans** dot.ca.gov/dist07/travel/projects/138hdc
- **Facebook:** facebook.com/metrohdc
- **Twitter:** @metrohdc
- **Interactive map:** interactive.metro.net/projects/high-desert-corridor



DATE: August 1, 2013

TO: Transportation Committee (TC)

FROM: Rich Macias, Director of Transportation Planning, 213-236-1805, macias@scag.ca.gov

SUBJECT: Ventura County Unmanned Aircraft System (UAS) Test Site Application

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Discussion.

EXECUTIVE SUMMARY:

Ventura County has applied with the Federal Aviation Administration (FAA) to become one of six (6) civilian Unmanned Aircraft System (UAS) test sites in the United States. Being selected as one of these sites would make Ventura County a center of innovation for UAS, as well as adding a significant amount of jobs and economic benefit to the SCAG region. Mr. Todd McNamee, Director of Ventura County Airports, will be presenting this item.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a) Create and facilitate a collaborative and cooperative environment to produce forward thinking regional Plans.

BACKGROUND:

In February 2012, the 112th Congress mandated the FAA to integrate UAS into the National Airspace System by September 2015 through the FAA Modernization and Reform Act of 2012. On February 14, 2013, the FAA issued a Screening Information Request (SIR) to obtain proposals to establish six (6) test sites throughout the country.

The County of Ventura is in the process of submitting an application to establish one (1) of the six (6) test sites in the State of California referred to as the Southern California Unmanned Systems Alliance (SC-USA). The FAA has stated that the test site selection will be announced by the end of the calendar year. The SC-USA team is made up of at least twelve (12) local government entities and airports as far north as Redding and throughout the state, six (6) universities, industry associations including the California Airports Council (CAC) and the Channel Islands Chapter of the Association of Unmanned Vehicle Systems International (AUVSI), and six (6) industry partners including Lockheed Martin Skunkworks, AeroVironment, as well as others. The team has cooperative agreements in place with the Jet Propulsion Laboratory, Department of the Navy, the California National Guard, and the California Department of Forestry and Fire.

The proposed SC-USA Test Site complex meets all the specified Congressional and FAA mandates for UAS R&D operations including maritime and mountainous environments, visual and instrument meteorological approaches, single isolated and mixed-aircraft UAS operations in high-speed and high-altitude or low altitude, low speed conditions.

REPORT

Anticipated economic impact in the State of California based on a recent study published by AUVSI is that the commercial UAS industry will create over 17,000 jobs and positive economic impact of more than \$2 Billion annually over the next ten (10) years. Nationally, this number is more than 100,000 jobs and over \$80 Billion in economic impact.

To respect the concerns of the public regarding privacy, the SC-USA team drafted a Privacy Policy consistent with existing law and will incorporate industry best practices in conjunction with the FAA and other government agencies.

For additional information contact Mr. Todd McNamee with the County of Ventura at 805-388-4200 or by email at todd.mcnamee@ventura.org.

FISCAL IMPACT:

None.

ATTACHMENT:

PowerPoint Presentation: “Ventura County Unmanned Aircraft Systems (UAS) Test Site Application”



The County of Ventura Unmanned Aircraft Systems (UAS) Test Site Application

*Southern California Unmanned Systems Alliance
SC-USA*

Presented to SCAG Transportation Committee

August 2013

1



Background

The County of Ventura seeks support to establish a UAS Test Site in the State of California.

In February 2012, the 112th Congress mandated the FAA to integrate UAS into the National Airspace System by September 2015 through the FAA Modernization and Reform Act of 2012.

On February 14, 2013, the FAA issued a Screening Information Request (SIR) to obtain proposals to establish six test sites throughout the country.

The County of Ventura has a population of 832,000 and operates a budget of \$1.8 Billion, is home to Navy Base Ventura County, Naval Air Warfare Center Weapons Division's Sea Test Range and various UAS Manufacturers.

The County of Ventura has submitted an application to establish one of the six test sites in the State of California referred to as the:

Southern California Unmanned Systems Alliance (SC-USA).

The FAA has stated that the test site selection will be announced by the end of the calendar year.

2



The SC-USA Team is made up of government, academia, and industry

Government

County of Ventura

City of Simi Valley

Castle Airport, County of Merced

Monterey Peninsula Airport District

Mojave Air and Space Port

Fox Field, Los Angeles County

Santa Maria Airport District

Lompoc Airport, City of Lompoc

Redding Municipal Airport, City of Redding

Truckee Tahoe Airport

Southern California Logistics Airport Authority, Victorville

Shafter Minter Airport District

Los Angeles World Airports

3



The SC-USA Team is made up of government, academia, and industry

Academia

CSU Channel Islands

California Lutheran University

UC Santa Barbara

UC Merced

Embry-Riddle Aeronautical University – Ventura Campus

Industry Partners

AirCover Solutions

AeroVironment

Lockheed Martin Skunkworks

Whittinghill Aerospace

VT Group

Alpha Products

4



The SC-USA Team is made up of government, academia, and industry

Industry Associations

California Airports Council (CAC)

Associations of Unmanned Vehicle Systems International (AUVSI) Channel Islands Chapter

Ventura County Economic Development Association (VCEDA)

State and Federal Cooperative Agreements

Jet Propulsion Laboratories

Department of the Navy (test ranges)

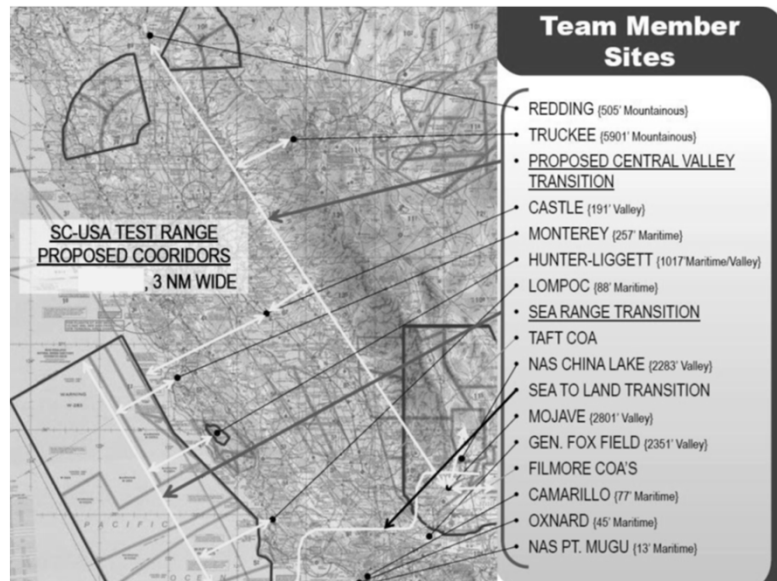
California National Guard

California Department of Forestry and Fire

5

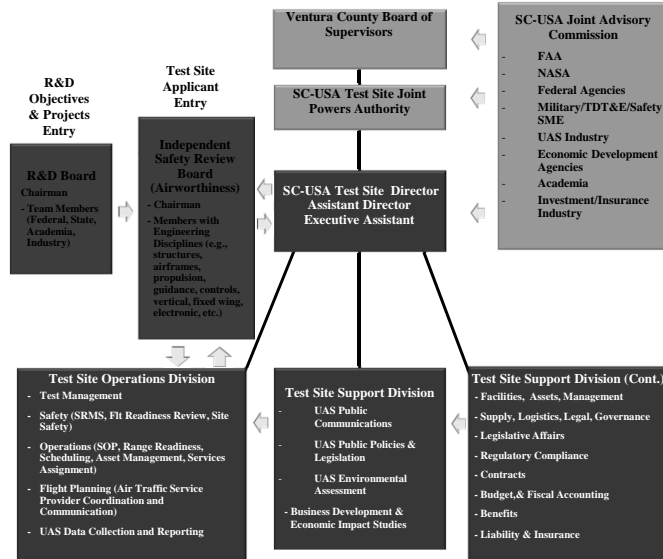


SC-USA Test Site Concept – Connecting Corridors



6

SC-USA TEST SITE Organization



7

The SC-USA Team Research and Development Goal



Is to conduct the R&D to identify processes and certification requirements to SAFELY integrate UAS into the National Airspace System (NAS) in a way that does not cause inefficiency of the airspace.

Current operations in NAS are very restrictive through the Certificate of Authorization (COA) process. Specific public entity approved to operate a specific UAS in a specific location for a specific purpose.

Industry is unable to obtain a COA for themselves to conduct R&D.

Airspace plan utilizes many existing test ranges with defined corridors connecting those and the launch and recovery sites (e.g. Redding) to minimize UAS flight over populated areas, tribal lands, parks, etc as described in the SIR.

8

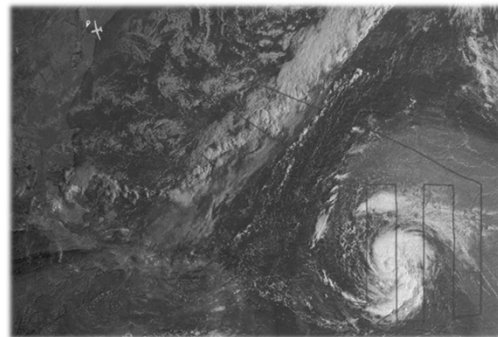
Reminder - What are UAS?



UAS Commercial / Non-Military Uses



Search and Rescue
Fire Fighting – information management
Precision Agriculture
Power Line Monitoring
Weather Monitoring
Disaster Relief
Oil and Gas exploration
Goods movement
Only limited by imagination...





Why is this Important??

ECONOMIC IMPACT and INNOVATION

AUVSI Study shows that commercial UAS could create 17,000 jobs in California and \$2 Billion in positive economic impact annually over the next 10 years.

Nationally that number is over 100,000 jobs and \$80 Billion in Economic Impact

Southern California is home to many of the World leaders in Aerospace and UAS technology innovation.

Let's provide accessible facilities for them to innovate!!!

11



Draft Privacy Policy

The SC-USA respects the privacy concerns being voiced by the public and will comply with all existing laws and regulations regarding privacy.

Emphasis in the policy will be placed on data collection, storage, use, and distribution.

The SC-USA is engaged in the conversation regarding the privacy issue and the FAA has been tasked to require a privacy policy associated with the six test sites. The SC-USA Privacy Policy will incorporate industry best practices in conjunction with the FAA and other government agencies.

12

Support for our efforts....



Congresswoman Julia Brownley – Champion in Congress
Congressman Buck McKeon
Congressman Jim Costa
Congressman Sam Farr
CA Senator Hannah-Beth Jackson
CA Senator Anthony Canella
CA Senator Ted Gaines
CA Senator Fran Pavley
CA Assemblyman Katcho Achadjian
CA Assemblyman Brian Dahle
CA Assemblyman Jeff Gorell – Champion in Assembly
CA Assemblyman Adam Gray
CA Assemblyman Das Williams
CA Assemblyman Scott Wilk
Ventura County Board of Supervisors
All of our Team Members
Cities of Camarillo, Port Hueneme, Oxnard, Simi Valley
Local Business
SEEKING SUPPORT FROM SCAG

13



Q&A

14

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DATE: August 1, 2013

TO: Transportation Committee (TC)

FROM: Rich Macias, Director of Transportation Planning (213) 236-1805, macias@scag.ca.gov

SUBJECT: "Parking Reform Made Easy" Presentation

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only - No Action Required.

EXECUTIVE SUMMARY:

Dr. Richard Willson, Professor and Chair, Department of Urban and Regional Planning, California State Polytechnic University, Pomona, will present an overview and key points of his recently published book, "Parking Reform Made Easy". The book provides a step-by-step process on how to reform local parking requirements with in-depth analysis of various development types and case studies illustrating what works and what does not. This information is provided for discussion as it may help the communities further its goals for sustainability, economic prosperity and mobility as outlined in the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal 1, Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies

BACKGROUND:

Dr. Richard Wilson will highlight for the Transportation Committee some key ideas for updating parking requirements. Today, there are more than three (3) parking spaces for every car in the United States. An oversupply of parking in many areas results in wasting of valuable land, damaging of the environment, and detriment of development. Dr. Willson argues in his book, "Parking Reform Made Easy," that the problem stems from outdated minimum parking requirements and demonstrates how to reform parking requirements in a way that furthers local and regional planning goals and creates vibrant jurisdictions.

Local policymakers and planners, traffic engineers, developers, and community members are considering parking reform information as they institute principles of smart growth. Making effective changes requires more than relying on national averages or replicating practices from neighboring communities. Dr. Willson will discuss approaches to creating requirements based on local parking data, an understanding of future trends affecting parking use, and clear policy choices.

The book includes in-depth analysis on parking requirements for multifamily developments, including income-restricted housing, workplaces, and mixed-use, transit-oriented development. Case studies for each type of parking illustrate what works, what does not work, and how to overcome challenges. Dr. Willson also explores the process of codifying regulations and how to work with stakeholders collaboratively to improve requirements. The result will be higher density, healthier, more energy-efficient and livable communities which supports SCAG's goals for sustainability, economic prosperity and mobility.

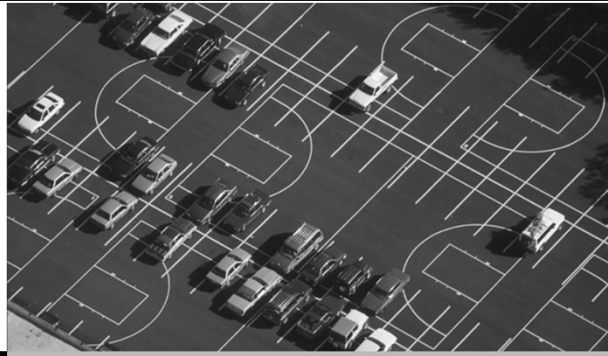
FISCAL IMPACT:

None

ATTACHMENT:

PowerPoint Presentation: "Parking Reform Made Easy"

Southern
California
Association of
Governments



Transportation
Committee

August 1, 2013

Los Angeles

— FOREWORD BY DONALD C. SHOUP —

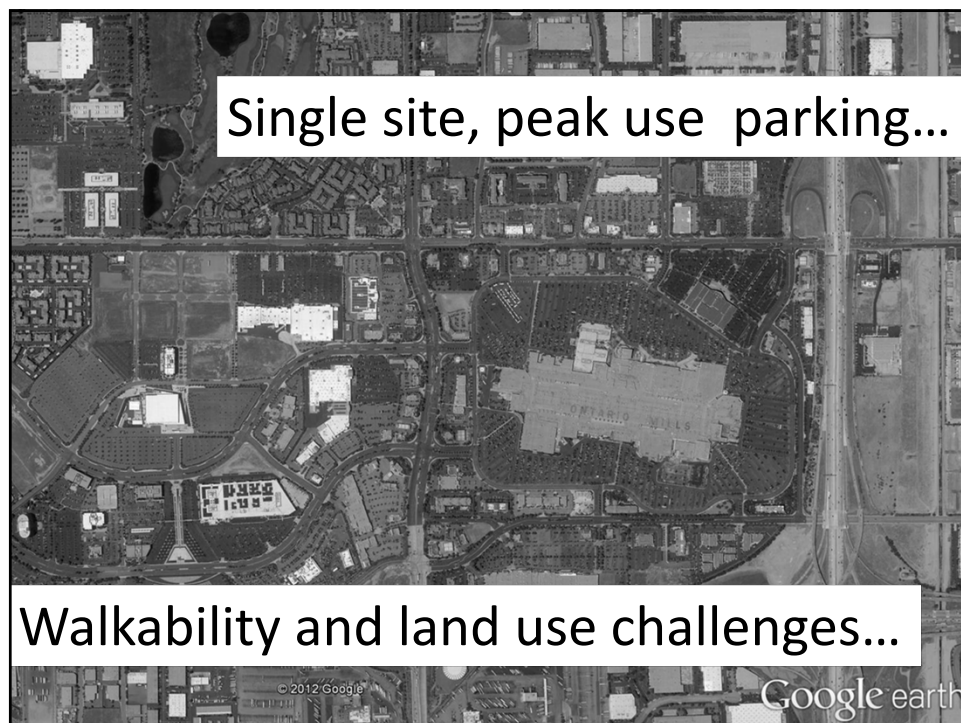
PARKING REFORM *Made Easy*

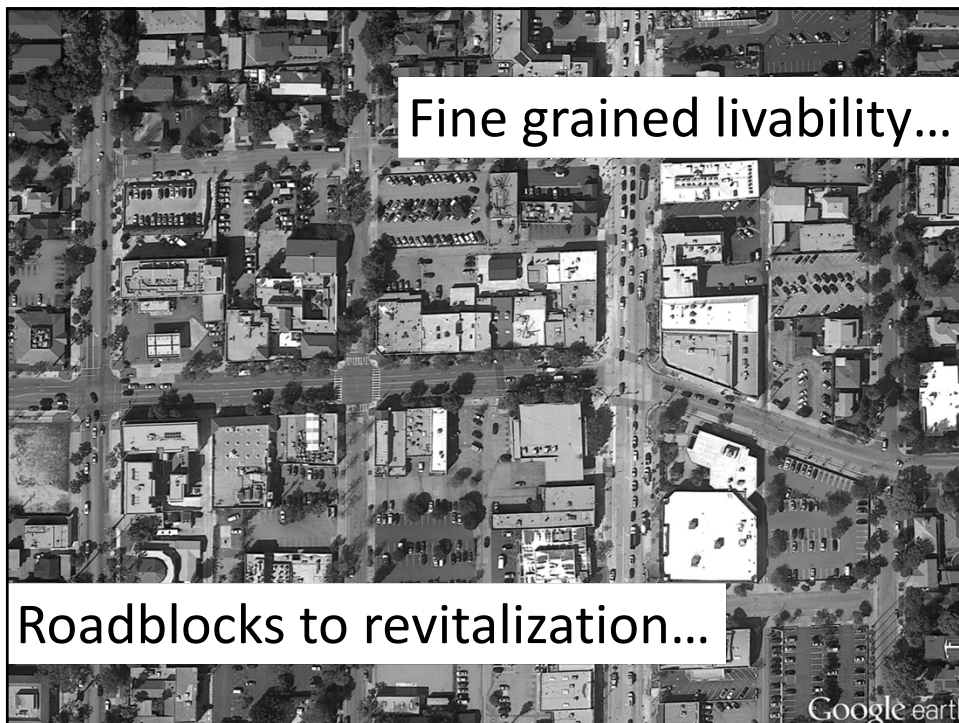
RICHARD W. WILLSON

Is parking
a regional
planning
issue?

RTP/
SCS
goals
that
apply to
parking

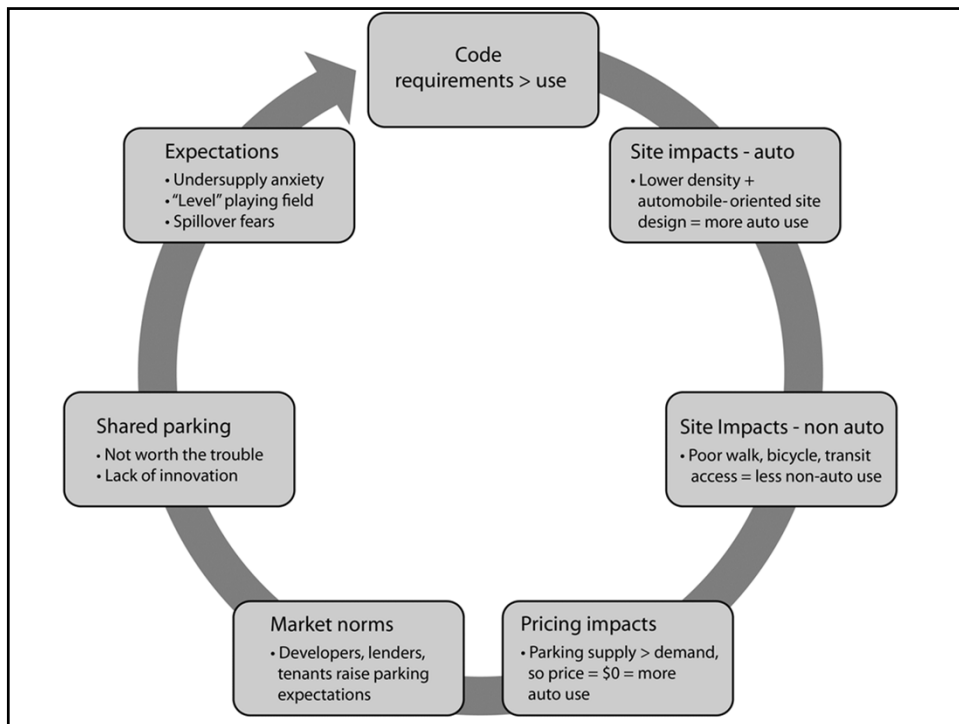
- Encourage land use and growth patterns that facilitate transit and non-motorized transportation
- Actively encourage and create incentives for energy efficiency, where possible
- Align the plan investments and policies with improving regional economic development and competitiveness
- Maximize mobility and accessibility for all people and goods in the region
- Preserve and ensure a sustainable regional transportation system
- Protect the environment and health of our residents by improving air quality and encouraging active transportation



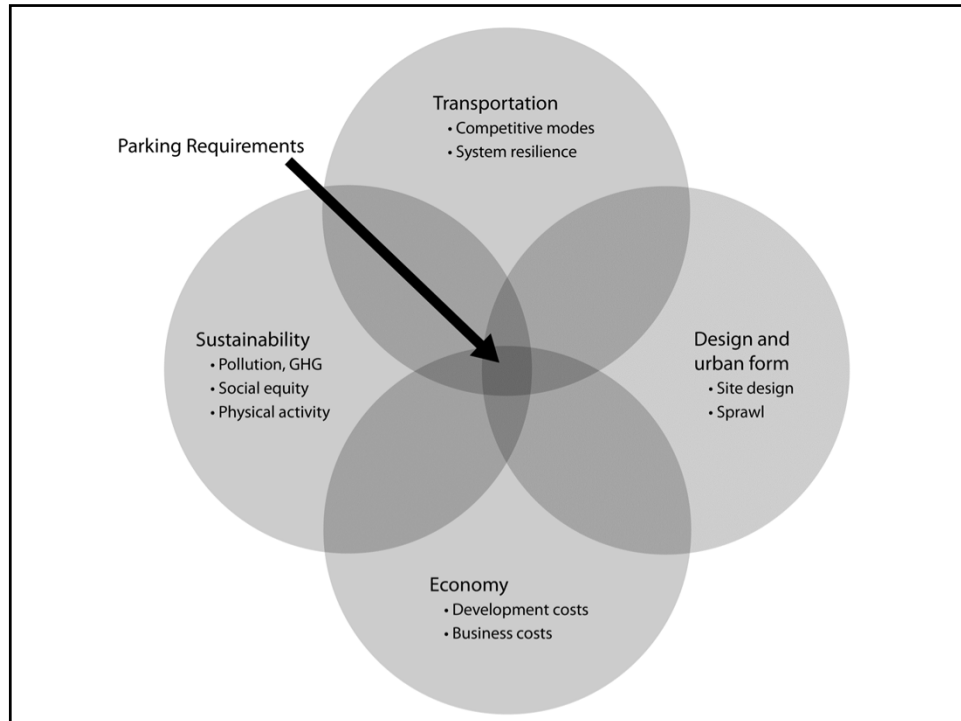




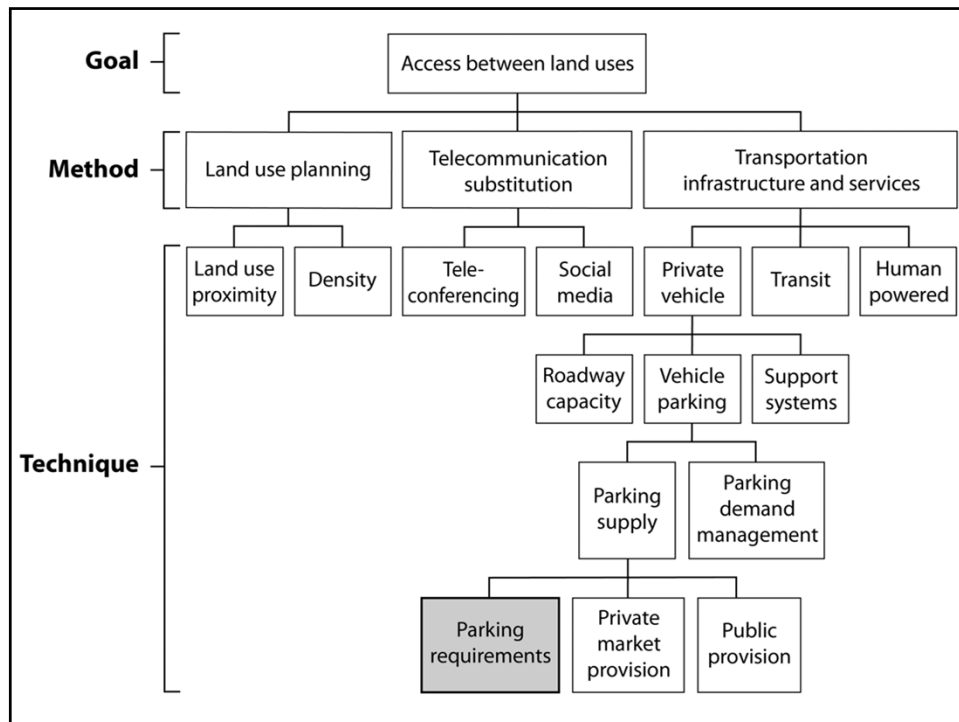
Parking and VMT



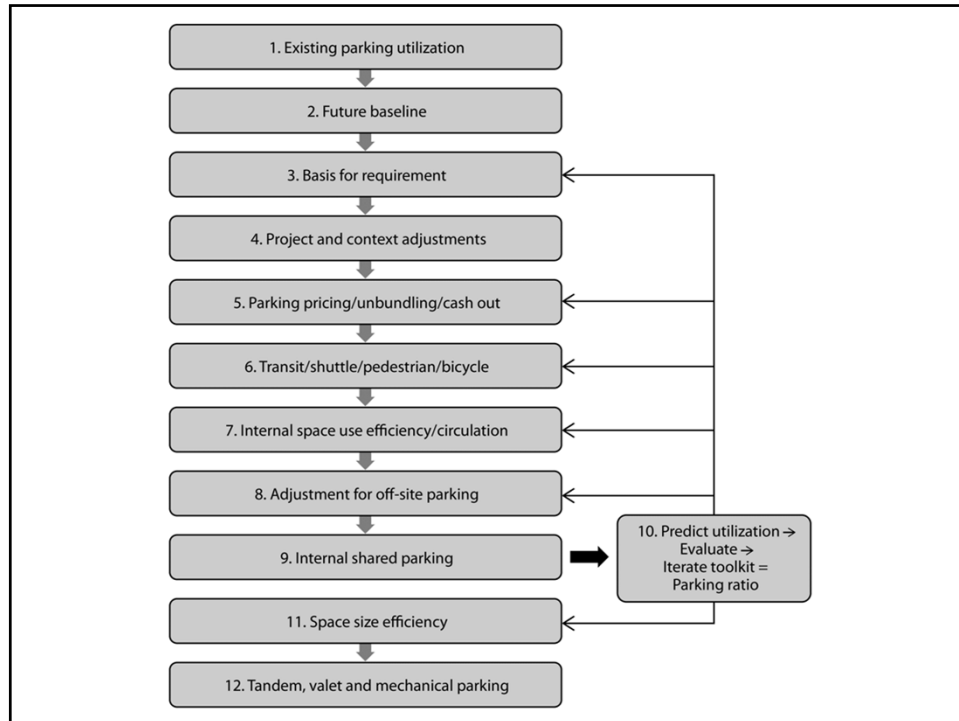
Parking *is* policy



Putting parking
requirements
“in their place”



A twelve-step
reform
method...



Requirement
options...and
developer
responses

Approach	Requirement	Developer response
Traditional	Minimum > utilization No maximum	Rarely build more than requirement
Moderate reform	Minimum = utilization No maximum	Assess market for project, may exceed minimum
Big city approach	Minimum = % of utilization Maximum = ratio or % of minimum	Market decision whether to supply minimum or build to maximum
Partial deregulation	No minimum Maximum = ratio or % of minimum	Market decision whether to supply parking or build to maximum
Deregulation	No minimum or maximum; Performance measures, e.g., traffic impacts	Market decision on whether/how much

Bells and whistles...

“Taming” Parking

- Driveway regulations
- Prohibit surface
- Ground floor retail
- Height restrictions
- % of block facades for garage doors
- Discretionary design review
- Shading
- Permeable pavement
- Solar
- Real-time information
- Guidance systems



Supply Regulations

- Eliminate minimums
- Maximums
- Discretionary determination
- Tandem
- Re-use projects
- Overlays zones
- On-street credit
- Performance-based
- In lieu/access fees
- Carsharing
- Off-site parking
- Pricing, unbundling, cash-out
- TDM
- Bike parking
- Electric vehicle parking

Politics and participation



Roles for SCAG and local governments...


Task	Local	SCAG
Build support for reform	New plans; identify “champions” for reform	RTP/SCS policy Incentives
Data and forecasts	Regular utilization counts	Translate regional model forecasts into parking
Setting requirements	Comprehensive or incremental	Suggest requirement ranges by subregion and area type

Questions
and
comments?

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DATE: August 1, 2013

TO: Community, Economic and Human Development Committee (CEHD)
Energy and Environment Committee (EEC)
Transportation Committee (TC)

FROM: Hasan Ikhrata, Executive Director,  Ikhrata@scag.ca.gov; 213.236.1944

SUBJECT: Sustainability Program Call For Proposals Update

RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

The 2013 Sustainability Program consolidated Call for Proposals was released on April 4, 2013 to the cities and counties, with an application deadline of May 31, 2013. The Sustainability Program builds on the success of the Compass Blueprint effort to provide services for communities and partners with two (2) new components: Active Transportation and the Green Region Initiative. As reported to the Policy Committees and Regional Council at the June 6, 2013 meetings, SCAG received a total of seventy-six (76) proposals, with total funding requests slightly exceeding \$10 million.

A review committee has completed a ranking of proposals. Staff is recommending funding of all eligible project applications in three (3) phases over the 2014 and 2015 fiscal years, allowing time to process the grants and develop additional funding for applications in phases 2 and 3. Staff will return to the September Regional Council meeting for action.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies.

BACKGROUND:

On April 4, 2013, the Regional Council approved ranking criteria for the Sustainability Program consolidated Call for Proposals. The Call for Proposal was released later that day with a proposal deadline of May 31, 2013. Seventy-six (76) proposals were received seeking just over \$10 million. A review committee comprised of SCAG staff and Terry Roberts of the California Air Resources Board, has now ranked all of the proposals in accordance with the selection criteria. All eligible projects are recommended for funding and divided into three (3) phases in order to accommodate available funding, pending funding and administrative processing of 73 of 76 grants (3 of 76 applications are from non-SCAG members. Should their status change, staff will return with a funding recommendation). The attached matrix shows the ranking for each grant application, along with other relevant information for the three (3) phases.

SCAG is actively pursuing Phases 2 and 3 funding in order to accelerate the grants and implement the approved 2012-2035 Sustainable Communities Strategy (SCS). Potential funding sources include, but are not limited to, future planning grants from the California Strategic Growth Council; Cap-and-Trade revenues; Environmental Protection Agency grants; California Energy Commission; U.S. Department of

REPORT

Energy; California Air Resources Board, and South Coast Air Quality Management District grants.

FISCAL IMPACT:

Funding for the selected projects resulting from the Sustainability Program's Call for Proposals is included in SCAG's FY 2013-14 Overall Work Program (OWP) Budget which includes grant funds from federal, state and local sources. Staff's work for the current fiscal year is included in FY 2013-14 OWP 225.SCG01641E.01 and 065.SCG00137.01.

ATTACHMENT:

SCAG Sustainability Program Proposal Review Matrix

SCAG Sustainability Program - Proposal Review

Total Proposals Received:

76

Total Amount Requested:

\$10,024,300

25-Jul-13

Rank	Applicant	Project Description <i>[Project benefits in italics]</i>	Est. Cost	Local Match Commit	Cat	County	Subreg	Past Awd	tab
1	San Bernardino County	Bloomington Area Valley Blvd. Specific Plan Active Mobility Element - Public health; Active transportation; Livability; Open space - <i>[Improve public health; reduce VMT]</i>	\$90,000	\$400,000	CB	SBD	SANBAG		\$90,000
2	Los Angeles - Department of City Planning	Van Nuys & Boyle Heights Modified Parking Requirements - Economic development; TOD; Livability - <i>[Reduce GHG; improve transit mode share; improve economic development]</i>	\$195,000		CB	LA	CLA	Y	\$285,000
3	Los Angeles - Department of City Planning	Bicycle Plan Performance Evaluation - Active transportation; performance measures - <i>[Improve public health; improve safety; reduce GHG]</i>	\$43,000		AT	LA	CLA	Y	\$328,000
4	Western Riverside Council of Governments	Public Health: Implementing the Sustainability Framework - Public health; Multi-jurisdiction coordination; Sustainability - <i>[Improve public health; increase physical activity; reduce GHG]</i>	\$70,000		GRI	RIV	WRCOG	Y	\$398,000
5	Santa Ana	Complete Streets Plan - Complete streets; Active transportation; Livability - <i>[Improve safety; reduce GHG; improve transit mode share; improve public health]</i>	\$151,000		AT	OC	OCCOG	Y	\$549,000
6	San Bernardino Associated Governments	Climate Action Plan Implementation Tools - GHG reduction; Multi-jurisdiction coordination; Implementation - <i>[Reduce GHG; improve public health]</i>	\$50,000	\$50,000	GRI	SBD	SANBAG	Y	\$599,000
7	Riverside	Restorative Growthprint Riverside - GHG reduction; Infrastructure investment; Economic development - <i>[Reduce GHG; improve public health; improve economic development]</i>	\$150,000		GRI	RIV	WRCOG	Y	\$749,000
8	Orange County Parks	Orange County Bicycle Loop - Active transportation; Multi-jurisdictional; Public health - <i>[Improve public health; increase physical activity; improve safety; reduce GHG]</i>	\$180,000		AT	OC	OCCOG		\$929,000
9	Ventura County	Connecting Newbury Park - Multi-Use Pathway Plan Active transportation; Public health; Adaptive re-use - <i>[Improve public health; increase physical activity; increase accessibility to destinations; improve safety; reduce GHG]</i>	\$40,000	\$3,000	AT	VEN	VCOG	Y	\$969,000

Rank	Applicant	Project Description <i>[Project benefits in italics]</i>	Est. Cost	Local Match Commit	Cat	County	Subreg	Past Awd	tab
10	Imperial County Transportation Commission	Safe Routes to School Plan - Multi-modal; Active transportation - <i>[Improve public health; increase physical activity; improve safety; reduce GHG]</i>	\$14,000	\$3,900	AT	IMP	ICTC		\$983,000
11	Yucaipa	College Village/Greater Dunlap Neighborhood Sustainable Community - Complete Streets; TOD - <i>[Reduce GHG; improve transit mode share; improve safety; increase accessibility to destinations; increase physical activity]</i>	\$175,000		CB	SBD	SANBAG		\$1,158,000
12	Las Virgenes-Malibu Council of Governments	Multi-Jurisdictional Regional Bicycle Master Plan - Active transportation; Public health; Adaptive re-use - <i>[Improve public health; increase physical activity; improve safety; reduce GHG]</i>	\$185,000		AT	LA	LVMCOG		\$1,343,000
13	Eastvale	Bicycle & Pedestrian Master Plan - Active Transportation - <i>[Improve public health; increase physical activity; improve safety; reduce GHG]</i>	\$80,000		AT	RIV	WRCOG		\$1,423,000
14	West Covina	Downtown Central Business District - Multi-modal; Active transportation - <i>[Improve public health; increase physical activity; improve safety; reduce GHG; improve transit mode share]</i>	\$200,000		CB	LA	SGVCOG		\$1,623,000
15	Placentia	General Plan/Sustainability Element & Development Code Assistance - General Plan Update; Sustainability Plan - <i>[Reduce GHG; improve public health; improve community engagement]</i>	\$150,000		GRI	OC	OCCOG		\$1,773,000
16	Paramount/Bellflower	Regional Bicycle Connectivity - West Santa Ana Branch Corridor - Active transportation; multi-jurisdiction - <i>[Improve public health; increase physical activity; improve safety; increase accessibility to destinations; reduce GHG]</i>	\$140,000		AT	LA	GCCOG		\$1,913,000
17	Costa Mesa	Implementation Plan for Multi-Purpose Trails - Active Transportation - <i>[Improve public health; increase physical activity; improve safety; reduce GHG]</i>	\$170,000		AT	OC	OCCOG		\$2,083,000
	Subtotal Phase 1		\$2,083,000						

Rank	Applicant	Project Description <i>[Project benefits in italics]</i>	Est. Cost	Local Match Commit	Cat	County	Subreg	Past Awd	tab
18	Fullerton	East Wilshire Avenue Bicycle Boulevard - Active transportation; Livability; Demonstration project - <i>[Improve public health; increase physical activity; improve safety; reduce GHG]</i>	\$112,300	\$10,600	AT	OC	OCCOG	Y	\$2,195,300
19	Beaumont	Climate Action Plan - GHG reduction - <i>[Reduce GHG; improve public health; improve community engagement]</i>	\$200,000	\$104,100	GRI	RIV	WRCOG		\$2,395,300
20	Palm Springs	Sustainability Master Plan Update - Leverages larger effort; commitment to implement - <i>[Reduce GHG; improve public health; improve community engagement]</i>	\$85,000		GRI	RIV	CVAG	Y	\$2,480,300
21	Big Bear Lake	Rathbun Corridor Sustainability Plan - Multi-modal; Economic development; Open space - <i>[Increase open space/conservation; reduce GHG; improve safety; increase physical activity; improve public health]</i>	\$198,000	\$30,000	AT	SBD	SANBAG		\$2,678,300
22	Western Riverside Council of Governments	Land Use, Transportation, and Water Quality Planning Framework - Integrated planning, Sustainability - <i>[Reduce GHG; improve transit mode share; improve community engagement]</i>	\$160,000		CB	RIV	WRCOG	Y	\$2,838,300
23	Anaheim	Bicycle Master Plan Update - Active transportation - <i>[Improve public health; increase physical activity; improve safety; reduce GHG]</i>	\$200,000	\$94,120	AT	OC	OCCOG	Y	\$3,038,300
24	Ontario	Ontario Airport Metro Center - Multi-modal; Visualization; Integrated planning - <i>[Reduce GHG; improve transit mode share; improve community engagement]</i>	\$200,000		CB	SBD	SANBAG	Y	\$3,238,300
25	Coachella Valley Association of Governments	CV Link Health Impact Assessment - Active transportation; Public health; Multi-jurisdiction - <i>[Improve public health; increase physical activity; reduce GHG]</i>	\$101,000		AT	RIV	CVAG		\$3,339,300
26	San Bernardino Associated Governments	San Bernardino Countywide Complete Streets Strategy - Multi-modal; Livability; Multi-jurisdiction - <i>[Reduce GHG; improve transit mode share; improve safety; improve community engagement]</i>	\$25,000	\$30,000	AT	SBD	SANBAG	Y	\$3,364,300
27	Chino Hills	Climate Action Plan and Implementation Strategy - GHG reduction; Implementation; Sustainability - <i>[Reduce GHG; improve public health; improve community engagement]</i>	\$125,000		GRI	SBD	SANBAG	Y	\$3,489,300
28	Coachella	La Plaza East Urban Development Plan - Mixed-use, TOD, Infill - <i>[Reduce GHG; improve transit mode share; improve community engagement; improve economic development]</i>	\$60,000		CB	RIV	CVAG	Y	\$3,549,300

Rank	Applicant	Project Description <i>[Project benefits in italics]</i>	Est. Cost	Local Match Commit	Cat	County	Subreg	Past Awd	tab
29	South Bay Bicycle Coalition/Hermosa, Manhattan, Redondo	Bicycle Mini-Corral Plan - Active transportation; implementable; cost-effective - <i>[Improve public health; increase physical activity; improve safety; reduce GHG]</i>	\$40,000		AT	LA	SBCCOG		\$3,589,300
30	Hawthorne	Crenshaw Station Area Active Transportation Plan and Overlay Zone - Multi-modal; Active transportation; GHG reduction - <i>[Improve public health; increase accessibility to destinations; increase physical activity; improve safety; reduce GHG]</i>	\$70,000		AT	LA	SBCCOG		\$3,659,300
31	Chino	Bicycle & Pedestrian Master Plan - Multi-modal; Active transportation - <i>[Improve public health; increase physical activity; improve safety; reduce GHG]</i>	\$200,000	\$15,100	AT	SBD	SANBAG	Y	\$3,859,300
32	Stanton	Green Planning Academy - Innovative; Sustainability; Education & outreach - <i>[Reduce GHG; improve public health; improve community engagement]</i>	\$50,000	\$19,100	GRI	OC	OCCOG		\$3,909,300
33	Hermosa Beach	Carbon Neutral Plan - GHG reduction; Sustainability - <i>[Reduce GHG; improve public health; improve community engagement]</i>	\$25,000	\$9,500	GRI	LA	SBCCOG		\$3,934,300
34	Palm Springs	Urban Forestry Initiative - Sustainability; Unique; Resource protection - <i>[Reduce GHG; increase physical activity; improve community engagement]</i>	\$80,000		GRI	RIV	CVAG	Y	\$4,014,300
	Subtotal Phase 2		\$1,931,300						
35	Orange County	"From Orange to Green" - County of Orange Zoning Code Update - Sustainability; implementation - <i>[Reduce GHG; improve public health; improve community engagement]</i>	\$200,000	\$56,000	CB	OC	OCCOG		\$4,214,300
36	Calimesa	Wildwood and Calimesa Creek Trail Master Plan Study - Active transportation; Resource protection - <i>[Improve public health; increase physical activity; improve safety; reduce GHG]</i>	\$50,000	\$50,000	AT	RIV	WRCOG	Y	\$4,264,300
37	Western Riverside Council of Governments	Climate Action Plan Implementation - GHG Reduction; Multi-jurisdiction; implementation - <i>[Reduce GHG; improve public health; improve community engagement]</i>	\$170,000		GRI	RIV	WRCOG	Y	\$4,434,300
38	Lynwood	Safe and Healthy Community Element - Public health & safety, General Plan update - <i>[Improve public health; increase physical activity; improve safety; reduce GHG]</i>	\$100,000		GRI	LA	GCCOG		\$4,534,300

Rank	Applicant	Project Description <i>[Project benefits in italics]</i>	Est. Cost	Local Match Commit	Cat	County	Subreg	Past Awd	tab
39	Palmdale	Avenue Q Feasibility Study - Mixed-use; Integrated planning - <i>[Improve economic development; reduce GHG]</i>	\$100,000	\$20,000	CB/AT	LA	NLA		\$4,634,300
40	Long Beach	Willow Springs Wetland Habitat Creation Plan - Open space; Resource protection - <i>[Increase open space and habitat conservation; increase physical activity; improve public health]</i>	\$50,000		GRI	LA	GCCOG	Y	\$4,684,300
41	Indio	General Plan Sustainability and Mobility Elements - Sustainability; Multi-modal, General Plan update - <i>[Improve public health; increase physical activity; improve safety; reduce GHG]</i>	\$175,000		CB	RIV	CVAG	Y	\$4,859,300
42	Glendale	Space 134 - Open space/Freeway cap; Multi-modal - <i>[Improve public health; increase physical activity; improve safety; reduce GHG]</i>	\$200,000		CB	LA	SFVCOG	Y	\$5,059,300
43	Rancho Palos Verdes/City of Los Angeles	Western Avenue Corridor Design Implementation Guidelines - Urban Infill; Mixed-use; Multi-modal - <i>[Reduce GHG; improve transit mode share; improve community engagement]</i>	\$165,000	\$30,000	CB	LA	BCCOG/CL	Y	\$5,224,300
44	Moreno Valley	Nason Street Corridor Plan - Multi-modal; Economic development - <i>[Reduce GHG; improve transit mode share; improve community engagement]</i>	\$150,000		AT	RIV	WRCOG	Y	\$5,374,300
45	Park 101/City of Los Angeles	Park 101 District - Open space/Freeway cap; Multi-modal - <i>[Improve public health; increase physical activity; improve safety; reduce GHG]</i>	\$200,000		CB	LA	CLA	Y	\$5,574,300
46	Los Angeles/San Fernando	Northeast San Fernando Valley Sustainability & Prosperity Strategy - Multi-jurisdiction; Economic development; Sustainability - <i>[Reduce GHG; improve economic development; improve community engagement]</i>	\$175,000		GRI	LA	SFVCOG		\$5,749,300
47	San Dimas	Downtown Specific Plan - Mixed use; Infill - <i>[Reduce GHG; improve transit mode share; improve community engagement]</i>	\$86,000		CB	LA	SGVCOG		\$5,835,300
48	Los Angeles - Department of City Planning	CEQA Streamlining: Implementing the SCS Through New Incentives - CEQA streamlining - <i>[Reduce GHG; improve project delivery]</i>	\$150,000		CB	LA	CLA	Y	\$5,985,300
49	Pico Rivera	Kruse Road Open Space Study - Open space; Active transportation - <i>[Increase open space/conservation; improve community engagement; increase physical activity]</i>	\$150,000		GRI	LA	GCCOG		\$6,135,300
50	South Bay Cities Council of Governments	Neighborhood-Oriented Development Graphics - Public outreach; Neighborhood design - <i>[Reduce GHG; improve safety; improve community engagement]</i>	\$25,000		CB	LA	SBCCOG	Y	\$6,160,300

Rank	Applicant	Project Description <i>[Project benefits in italics]</i>	Est. Cost	Local Match Commit	Cat	County	Subreg	Past Awd	tab
51	San Bernardino Associated Governments	Safe Routes to School Inventory - Active transportation; Public health - <i>[Improve public health; increase physical activity; improve safety; reduce GHG]</i>	\$40,000	\$40,000	AT	SBD	SANBAG	Y	\$6,200,300
52	Burbank	Mixed-Use Development Standards - Mixed use; Urban infill - <i>[Reduce GHG; improve economic development; improve community engagement]</i>	\$200,000		CB	LA	SFVCOG	Y	\$6,400,300
53	San Bernardino Associated Governments	Countywide Habitat Preservation/Conservation Framework - Open Space; Active Transportation - <i>[Increase open space/conservation; improve community engagement; increase physical activity]</i>	\$50,000	\$40,000	GRI	SBD	SANBAG	Y	\$6,450,300
54	Rancho Cucamonga	Healthy RC Sustainability Action Plan - Public health; implementation - <i>[Reduce GHG; improve public health; improve community engagement]</i>	\$150,000		GRI	SBD	SANBAG		\$6,600,300
55	Pasadena	Form-Based Street Design Guidelines - Complete Streets; Multi-modal; Livability - <i>[Reduce GHG; improve transit mode share; improve community engagement]</i>	\$175,000		AT	LA	SGVCOG		\$6,775,300
56	South Gate	Gateway District/Eco Rapid Transit Station Specific Plan - Land Use Design; Mixed Use; Active Transportation - <i>[Reduce GHG; improve transit mode share; improve community engagement]</i>	\$400,000		CB	LA	GCCOG	Y	\$7,175,300
57	Bell – Pending SCAG membership*	Bicycle and Pedestrian Master Plan - Active transportation - <i>[Improve public health; increase physical activity; improve safety; reduce GHG]</i>	\$130,000		AT	LA	GCCOG		\$7,305,300
58	Lancaster	Complete Streets Master Plan - Active transportation - <i>[Reduce GHG; improve transit mode share; increase physical activity]</i>	\$125,000		AT	LA	NLA	Y	\$7,430,300
59	Rancho Cucamonga	Feasibility Study for Relocation of Metrolink Station - Transit Access - <i>[Reduce GHG; improve transit mode share; improve community engagement]</i>	\$150,000		CB	SBD	SANBAG		\$7,580,300
60	Santa Clarita	Soledad Canyon Road Corridor Plan - Land Use Design; Mixed Use Plan - <i>[Reduce GHG; increase economic development; improve community engagement]</i>	\$150,000		CB	LA	SFVCOG	Y	\$7,730,300
61	Seal Beach	Climate Action Plan - Climate Action Plan - <i>[Reduce GHG; improve public health; improve community engagement]</i>	\$150,000	\$20,500	GRI	OC	OCCOG		\$7,880,300
62	Bell – Pending SCAG membership*	General Plan Update - General Plan Update; Community outreach - <i>[Reduce GHG; improve community engagement]</i>	\$200,000		CB	LA	GCCOG		\$8,080,300

Rank	Applicant	Project Description <i>[Project benefits in italics]</i>	Est. Cost	Local Match Commit	Cat	County	Subreg	Past Awd	tab
63	La Mirada	Industrial Area Specific Plan - Land Use Design - <i>[Reduce GHG; improve community engagement]</i>	\$135,000	\$60,000	CB	LA	GCCOG	Y	\$8,215,300
64	Hemet	Downtown Hemet Specific Plan - Land Use Design; Mixed Use Plan - <i>[Reduce GHG; increase economic development; improve community engagement]</i>	\$200,000	\$50,000	CB	RIV	WRCOG		\$8,415,300
65	Hollywood Central Park/City of Los Angeles	Hollywood Central Park EIR - Open Space/Freeway Cap; Multi-modal - <i>[Improve public health; increase physical activity; improve safety; reduce GHG]</i>	\$200,000		CB	LA	CLA	Y	\$8,615,300
66	Desert Hot Springs	Bicycle/Pedestrian Beltway Planning Project - Active Transportation - <i>[Improve public health; increase physical activity; improve safety; reduce GHG]</i>	\$125,000		AT	RIV	CVAG	Y	\$8,740,300
67	Cathedral City	General Plan Update - Sustainability - General Plan Update; Sustainability Plan - <i>[Reduce GHG; improve community engagement]</i>	\$50,000		GRI	RIV	CVAG	Y	\$8,790,300
68	Westminster	General Plan Update - Circulation Element - General Plan Update; Complete Streets - <i>[Reduce GHG; improve community engagement]</i>	\$200,000	\$1,250,000	CB	OC	OCCOG		\$8,990,300
69	La Canada Flintridge	Climate Action Plan - Climate Action Plan - <i>[Reduce GHG; improve public health; improve community engagement]</i>	\$75,000		GRI	LA	SGVCOG		\$9,065,300
70	Huntington Beach	Neighborhood Electric Vehicle Plan - Electric Vehicle - <i>[Reduce GHG; improve safety]</i>	\$89,000		GRI	OC	OCCOG		\$9,154,300
71	Pasadena	Green House Gas (GHG) Emission Reduction Evaluation Protocol - Climate Action Plan - <i>[Reduce GHG; improve public health; improve community engagement]</i>	\$175,000		GRI	LA	SGVCOG		\$9,329,300
72	San Bernardino Associated Governments	Countywide Bicycle Route Mobile Application - Active Transportation - <i>[Improve public health; increase physical activity; improve safety; reduce GHG]</i>	\$20,000	\$5,000	AT	SBD	SANBAG	Y	\$9,349,300
73	Dana Point	General Plan Update - General Plan Update - <i>[Reduce GHG; improve community engagement]</i>	\$125,000	\$135,000	CB	OC	OCCOG	Y	\$9,474,300
74	Garden Grove	RE:IMAGINE Downtown - Pedals & Feet - Active Transportation; Infill - <i>[Reduce GHG; increase physical activity; improve community engagement]</i>	\$200,000		AT	OC	OCCOG		\$9,674,300
75	Barstow	Housing Element and Specific Plan Update - Housing; Land Use Design - <i>[Reduce GHG; improve community engagement]</i>	\$175,000		CB	SBD	SANBAG		\$9,849,300

Rank	Applicant	Project Description <i>[Project benefits in italics]</i>	Est. Cost	Local Match Commit	Cat	County	Subreg	Past Awd	tab
	Subtotal Phase 3		\$5,835,000						
	Below are non SCAG Member applicants*								
76	Omnitrans - Not eligible for becoming a SCAG member*	Route 61 Corridor Station Area Planning - Corridor Planning - <i>[Improve transit mode share]</i>	\$175,000		CB	SBD	SANBAG		\$10,024,300
	Bell	See above #57 and #62							

* Non-member organizations not eligible for funding per Sustainability Program guidelines

Grand Total \$10,024,300